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KOWLOON-CANTON RAILWAY.

TIME-TABLE.

WEEK DAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29
Yau Ma Tei	6.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	4.56	5.51
Tai Po	7.18	9.49	11.04	12.14	12.34	1.49	5.09	6.04
Tai Po Market	7.21	9.53	11.08	12.18	12.38	1.53	5.13	6.08
Fanning	7.32	10.03	11.19	12.29	12.49	2.03	5.24	6.19
Shuangshui	7.58	10.27	11.43	12.53	12.73	2.27	5.48	6.43
Shamshu	7.43	10.18	11.53	12.20	12.58	2.18	5.34	6.29

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shamshu	7.21	8.05	10.39	11.40	1.56	3.00	4.17	5.13
Shuangshui	7.28	8.12	10.46	11.47	2.03	3.07	4.24	5.20
Fanning	7.33	8.16	10.49	11.51	2.11	3.15	4.32	5.28
Tai Po Market	7.42	8.26	10.59	12.02	2.21	3.25	4.42	5.38
Tai Po	7.48	8.30	11.04	12.07	2.28	3.32	4.49	5.45
Shatin	7.59	8.43	11.17	12.21	2.38	3.42	4.59	5.55
Yau Ma Tei	8.12	8.56	11.29	12.33	2.50	3.54	5.11	6.07
Kowloon	8.20	9.03	11.37	12.41	2.57	4.01	5.18	6.14

SUNDAYS AND PUBLIC HOLIDAYS

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Kowloon	6.40	9.15	10.30	11.40	12.00	1.15	4.35	5.29
Yau Ma Tei	6.50	9.24	10.39	11.49	12.09	1.24	4.44	5.38
Shatin	7.02	9.36	10.51	12.01	12.21	1.36	4.56	5.51
Tai Po	7.18	9.49	11.04	12.14	12.34	1.49	5.09	6.04
Tai Po Market	7.21	9.53	11.08	12.18	12.38	1.53	5.13	6.08
Fanning	7.32	10.03	11.19	12.29	12.49	2.03	5.24	6.19
Shuangshui	7.58	10.27	11.43	12.53	12.73	2.27	5.48	6.43
Shamshu	7.43	10.18	11.53	12.20	12.58	2.18	5.34	6.29

STATIONS	AM	PM	AM	PM	AM	PM	AM	PM
Shamshu	8.12	10.38	11.40	1.56	3.00	4.17	5.13	6.09
Shuangshui	8.19	10.45	11.47	2.03	3.07	4.24	5.20	6.16
Fanning	8.23	10.49	11.51	2.11	3.15	4.32	5.28	6.24
Tai Po Market	8.33	10.59	12.02	2.21	3.25	4.42	5.38	6.34
Tai Po	8.37	11.04	12.07	2.28	3.32	4.49	5.45	6.41
Shatin	8.51	11.17	12.21	2.38	3.42	4.59	5.55	6.51
Yau Ma Tei	9.03	11.29	12.33	2.50	3.54	5.11	6.07	7.03
Kowloon	9.11	11.37	12.41	2.57	4.01	5.18	6.14	7.10

SHA TAU KOK BRANCH.

STATIONS	AM	PM	AM	PM	STATIONS	AM	PM	AM	PM
Fanning	7.45	11.30	2.20	5.25	Shatankok	6.30	10.15	1.05	5.00
Shatankok	8.40	12.25	3.15	7.20	Fanning	7.25	11.10	2.00	5.55

STATIONS	AM	PM	AM	PM	STATIONS	AM	PM	AM	PM
Fanning	7.45	11.30	3.20	6.25	Shatankok	6.30	10.15	1.05	5.00
Shatankok	8.40	12.25	3.15	7.20	Fanning	7.25	11.10	2.00	5.55

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POLITICS IN GREAT BRITAIN.

WHO WILL SURVIVE THE SHOCK OF THE GREAT STRIKE?

[BY A BLUNT ENGLISHMAN.]

As the news comes filtering through it becomes more and more apparent that the labour party in Great Britain have been badly advised of late.

The leaders have "let down" the rank and file, and the rank and file will not quickly forgive. For six months it was apparent that, when the coal subsidy ended, there would be a crisis. It has been obvious for six years that both the Conservative "die-hards" and the extreme socialists wanted a fight. The former still believe in the old theories that the working classes should go to church and murmur "God bless the squire and his relations," and keep us in our proper stations. The latter see the grave in justice of our social system and wish to smash it.

JOHN CITIZEN.

The average voter in Great Britain dislikes the theories of the "die-hards" and the communists. He wants peace and quietness. He dislikes sudden changes. Threats only make him more determined. Above all he has a great respect for the law of the land.

It will probably be recorded that it was the legal opinion of Sir John Simon, a Liberal, and the judgment of Mr. Justice Astbury that caused the strike to collapse. Labour leaders such as Mr. Ramsay MacDonald, Mr. J. H. Thomas and Mr. Philip Snowden are all opposed to the funds of the trade unions. Mr. Maxton and the "die-hards" in the Clyde district no doubt urged "No surrender." The counsel of caution seems to have prevailed and the Communists were defeated. They will probably never have a chance to sway the Labour Party again.

It would be absurd to suppose that the failure of the general strike will smash up the trades unions. It may alter their legal position. It is by no means unlikely that the great political fights of the next decade will be about proposals affecting the funds and liabilities of the unions.

Will the Liberal party disappear? The British temperament dislikes a three party system. The Home Rule split of 1885 created the Liberal Unionists but the party has disappeared. It seems probable that other Liberals will follow Mr. Churchill and that there will be only two parties, viz., the Constitutionalists, or Tories, and the Labour Party or Socialists.

Mr. Lloyd George is not popular with either party. He may be a voice crying in the wilderness for years.

TOWARDS FREEDOM.

During the past two centuries the manual workers have obtained a great increase of political power. It is true that the housing conditions in some parts of Glasgow and other great cities are still dreadful. These conditions are now advertised and there is always sympathy for those compelled to live in the slums. Town planning and public health problems receive great attention from politicians. Britain may not yet be "a land fit for heroes to live in" but there have been tremendous improvements in the general condition of manual workers since the war.

The old iron laws of Nature still remain and no amount of legislation will change them. "The race is to the swift and the battle to the strong." Unless Britain can sell manufactured articles abroad she cannot hope to prosper.

NO CORRUPTION.

We must be thankful that, for all the faults of British politics, it is free from corruption. So is the British civil service. It was not so two centuries ago. In the days of the old "rotten boroughs" those who could control the seats systematically received their rewards. There were created class privileges and, on the whole, the burden of taxation was inequally distributed.

Then came the industrial era, with the development of steam power and electricity. Britain grew very wealthy. The standard of living went up by leaps and bounds.

There grew in numbers and in influence an almost new class, known generally as the "middle class." We may, if we please, scoff at the old Victorian ideals, but that middle class believed in them. Samuel Smiles wrote "Self Help" and there are famous men to-day who speak well of it. The theory was that if you wanted to be happy you must prosper and if you wanted to prosper you must work hard. There were all sorts of phrases which we of this generation, might remember with advantage. "A penny saved is a penny earned" and "honesty is the best policy" are among them.

FREE EDUCATION.

The two things which have affected the world in which we live more than anything else are (1) the growth of scientific knowledge and (2) free education.

In Britain free education reaped its reward during the war. The working classes were able to read. They responded in an amazing manner to the appeal of Lord Kitchener.

For twenty years before the war the working classes in Great Britain had been growing more and more discontented. They believed that they were not getting their fair share of the good things of this life.

The limited liability company, made accessible to the workers the statement of profits. Many of the directors of these companies were men who, putting into practice the advice of Samuel Smiles, became more wealthy. Many of the artisans in the Midlands and the North of England commenced his married life on thirty-five shillings a week and left hundreds of thousands of pounds to his children.

The middle class supplied the intellectual socialists, such as Mr. Bernard Shaw and the Webbs. They determined to stir up the working classes.

HUGE PROFITS.

During the war many families made huge profits and other made enormous sacrifices. The simple faith in a benign Providence no longer consoled the losers. The working class demanded more and more.

All over the world that spirit of discontent-spread. We have experienced it in the Far East and it has been rampant in other parts of Asia.

In this Colony and in Shanghai men "in the know" suddenly made fortunes. They toiled not neither did they spin. Those who did not make the fortunes called them parasites.

Mr. Bonar Law, in 1917, in the House of Commons, drew attention to the profits of shipping companies. He explained that he had invested a total of £5,100 spread over fifteen companies. At five per cent. interest he would have received £260. For two consecutive years he received, instead of £260, the revenue of £2,634 and £2,847. He invested another £250 and, after a handsome dividend, obtained a cheque for £1,650 surplus capital.

Many engineering companies in Britain made enormous profits out of munitions and war supplies. Strangely enough the tax-payer who held no shares in such concerns thought it grossly unfair that such profits should be made. The attempt to make the "profiteers" disgorge failed. The death duties, however, have been so steeply graded that they have become in reality a capital levy.

INCREASING TAXES.

The tendency of all legislation since the war has been to improve the conditions of life of the manual workers. It has meant, inevitably, increased taxation.

Will there now be a great reaction? Will the old Tory "die-hards" sway the party? Will the employers dictate their own terms to labour? Will the middle class find the burden of taxation less in the near future?

(Continued on next Column.)

KING ALFONSO'S DAUGHTERS.

THE DAY'S ROUTINE. THEIR LOVE OF SPORTS.

Madrid, May 4th.

The general public of Spain knows but little of the home life of two daughters of King Alfonso and Queen Victoria—the Infantas Beatrice and Maria Cristina. Their appearance in public, however, is fairly frequent and the tall figures of the two sisters, with their fair hair and fresh complexions, are always recognized. Beatrice, the elder, will be seventeen years old on June 22nd this year, while Maria Cristina will be fifteen on December 12th.

The Infanta Beatrice resembles her father somewhat in features and is rather darker than the Infanta Maria Cristina, who is more like her mother. Both of them possess high spirits and display great activity, while at the same time they are extremely gentle and generous. Both love country life and delight to explore the great Pardo park and the grounds near the Madrid palace known as the Country House of the King in search of wild flowers. They talk freely to the gardeners and keepers on these outings.

The Royal damsels are early risers and go to mass every morning with very few exceptions. After their customary light breakfast they devote themselves to physical culture in the palace grounds except when the weather is bad. Sport is one of their great distractions. Beatrice is an accomplished high jumper, while Maria Cristina is a good runner, possessing great endurance as well as speed. Both took part recently in a paper chase in the Pardo as members of a team which won absolutely on its merits, beating several other combinations, among which was one in which the Queen joined, but which did not secure a place in the prize list.

Tennis, and riding also are among their favourite diversions, while swimming is much enjoyed by them, especially during their annual summer sojourn at Santander, where they may be seen bathing every day in the sea.

Study naturally occupies a considerable part of the time of the young princesses, two hours every morning being given to Spanish lessons, history being their main topic. Religious instruction is part of every day's work, and they also learn assiduously English, French and German. Antonio Uria is their Spanish professor. Mademoiselle Le Dieu teaches them French and Miss C. Moran English. Music is greatly liked by both and, that of the classical kind. Every day each of them composes an essay on what has been studied the preceding day.

Daily when their father, the King, is in residence either at home in Madrid or in the palace at Santander or Sevilla the children enjoy a couple of brief romps with him, during which the exalted position of the family is forgotten and they play together in hearty happiness.

The princesses adore their grandmother, the Queen Maria Cristina, who loves to have them around her and often has them accompany her on her charitable missions in Madrid. They know most of the benevolent institutions of the capital and when they have a spare hour pass their time in sewing garments which they distribute to the poor.

Neither of the princesses has yet come out into society, but it is expected that in the course of this summer the Infanta Maria Cristina will be presented publicly at the British Court and make her entrance into society.

There are the questions of the hour but no one can be sure of the answer. We can only try to preserve a simple faith in the sound common sense of the British people. They have come out of a great peril without any violent political changes. The millions of small investors in war loan and gilt edged securities want political stability. The women voters suspect the socialists.

It seems probable that there will be a conservative government in Britain for many years. The labour leaders have "lost face." Nothing succeeds like success in politics and the present government has succeeded.

It is, however, true of politics that it is the unexpected that so often happens. Communism has had a big set back. The effect will be felt, not only in Great Britain, but all over the world. Perhaps out of evil will come good and we may find that people will cease to chase the rainbow and settle down to do some work. For it is still true that the majority of people in this world must earn their bread by the sweat of their brow.

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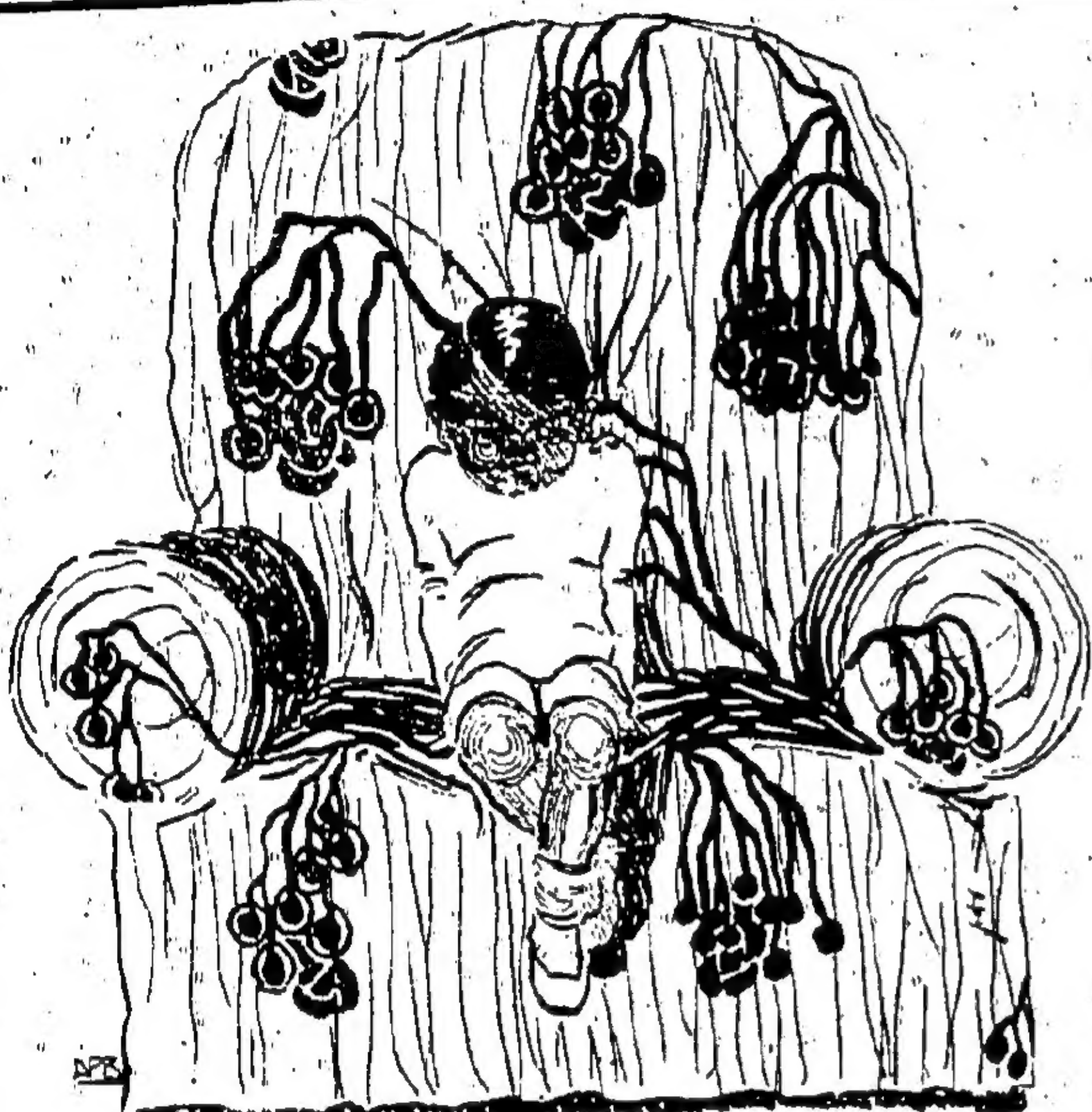
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MILITARY DEATH PENALTY.

QUESTIONS IN HOUSE OF COMMONS.

LONDON, April 21st.

In the House of Commons to-day, on the committee stage of the Army and Air Force Bill, Mr. E. Thurtle (Lab.) moved an official Labour amendment to abolish the death penalty for cowardice or desertion. Such a penalty, he said, could not be defended as a military necessity, because the Australian troops were not subjected to it.

The Financial Secretary to the War Office (Capt. H. D. King), replying, said that the death penalty was not always imposed. Personally, he believed that every man in the Great War knew fear. The only difference between individuals was the extent to which they controlled their fear. The existence of the death penalty was a deterrent. All the Powers who participated in the Great War had retained it. The War Office thought this power was necessary.

Lieut. Colonel C. M. Headlam (Con.) declared that none doubted the courage and fighting qualities of the Australians, but it could not be denied that there were a certain number of Australian soldiers not of the right quality. There were a great many who escaped back beyond the line, and lived like bushrangers. The British Army had none of these. If the Australians had had a death penalty, these men would not have existed in the numbers they did.

The amendment was defeated by 200 votes to 123.

The House rejected by 253 votes to 103 a Labour clause to prohibit the use of the military in trade disputes, except when a proclamation had been issued that a state of emergency existed.

Captain King, replying for the Government, declared that there was no question of intimidation or taking sides. The troops were available as much to the strikers as to protect the rest of the community. The Government did not intend to use soldiers for strike-breaking or blacklegging.

SOVIET PROPAGANDA.

Sir Alan Burgess (Con.) tabled a motion that rigorous measures should be taken to suppress revolutionary propaganda carried on in Britain and the Empire among the civil populations and armed forces, with the object of overthrowing the Constitution. Sir Alan Burgess described the Soviet ship of state as "rotten from truck to keelson, manned by a verminous, starving crew."

Labour members protested, and the Speaker ruled that such phrases were undesirable when applied to a Government with which Britain conducted relations.

Mr. S. Suklatvala (Communist) said that the propaganda in the army was not for the purpose of causing a mutiny tomorrow, but in preparation for the coming Socialist revolution.

The Home Secretary (Sir William Joynson-Hicks), replying to the debate, pointed out that Britain had been built up upon freedom of opinion, thought, and speech, but when Englishmen tried to bring about changes by armed revolution it was the duty of the Government to intervene.

CONTROL OF RACING.

In view of the possibility of the Budget proposal to tax betting, interest was aroused by the rejection by 128 votes to 99 of the first reading of a private bill introduced by Mr. A. C. N. Dixey (Con.) to legalise betting and to provide for the registration of bookmakers.

QUESTIONS.

Answering a question, the Secretary of State for Foreign Affairs (Sir Austen Chamberlain) said that, notwithstanding Russia's declining, "in terms which were not very courteous to the League of Nations or favourable to its objects," to attend a preparatory disarmament conference if it was held in Switzerland, the conference would meet at Geneva on May 17th. Strong efforts to settle the difference between the Soviet and Switzerland had failed, and it was impossible for the League to transfer its seat from Switzerland at the bidding of any Power which happened temporarily to have a diplomatic disagreement with the Swiss Government.

The Secretary of State for Air (Sir Samuel Hoare) said, regarding patents relating to the Brennan helicopter, that so far the matter had been treated as secret. Photographs, therefore, were not available for reproduction, but the whole question of secrecy was being considered. The extra sum of £3,000 appearing on the Estimates relating to expenditure on the helicopter represented Mr. Louis Brennan's salary for seven years. Mr. Brennan would not receive any further emoluments from the Government.

HOUSE OF LORDS.

A bill was introduced in the House of Lords conferring on Indian and dominion Courts jurisdiction in certain cases for dissolution of marriages of persons domiciled in England and Scotland.

Replying to an enquiry by Lord Parmoor, Lord Cecil reaffirmed the British view that only the great Powers should be permanent members of the League of Nations Council, but the delegation to attend the forthcoming commission to discuss the constitution of the Council would be free of any obligations and declarations hitherto made.

THE SPANISH AVIATORS.

GREAT RECEPTION IN MANILA.

WARM WELCOME ACCORDED THEM.

An enthusiastic reception was accorded by huge crowds to Captain Gallarza and Captain Loriga when they landed at Manila last Thursday morning on the completion of their flight from Madrid. The aviators arrived at Manila from Appari, where they had spent two days following their departure from Macao.

The warmth of the welcome given to the aviators is shown in the following interesting account from the *Manila Bulletin*.

When the aviators were sighted, says the paper, a great shout went up from the crowd. Hats were thrown in the air, and many a Spaniard in the group was not ashamed to be seen sobbing.

The planes circled around the field three times then the small plane headed down. It settled to earth and was brought to rest underneath the tree at the side.

A group of soldiers specially detailed seized the plane and ran it forward. On the faces of Loriga and Gallarza were broad smiles, smiles of relief from 28 days of striving.

Other soldiers vainly endeavored to keep the crowds back. Braving swinging clubs and the imprecations of the military police, they dashed forward.

The plane was brought to a stop. Gallarza jumped out before the crowd could reach it. There were no first words. He was seized from every side, embraced, kissed, and then, protesting, hoisted on the shoulders of the crowd and borne through a cheering mob along the narrow roped lane that led to the headquarters building.

He was carried through the doorway, ducking his head just in time to save himself from a most unsatisfactory ending of his voyage. Safe within, and the door guarded more effectively by the mass jammed inside than by the soldiers stationed without, he showed himself at the window.

Shouts of "Viva España," "Viva Filipinas," "Viva America," "Viva Gallarza," "Viva Loriga," "Viva Estevez," and "Viva Arozamena" went up from the crowd. Long before the cheering had subsided, Gallarza expressed the desire to bathe and change.

The Archbishop of China, Aguirre Y. Pratt entered the room, and Gallarza bent for his blessing.

Then he sallied forth. Again he was raised on the shoulders of the crowd. Half-way out he was deposited for the benefit of the photographers. Colonel Langhorne approached him.

"I understand you speak English, Captain," he said.

"I do not speak English," replied Gallarza, in a precise accent.

"The governor-general has asked me to convey to you his official and personal gratification in the successful conclusion of your flight," said Colonel Langhorne.

Gallarza bowed, smiled his thanks, said "gracias," and was hurried away to the quarters of Lieutenant Monohan.

Loriga, however, remaining longer in his plane, was lifted out bodily on the arms of enthusiastic admirers.

The first to greet him was an old comrade of his flying days in Morocco.

"You remember me, pal," he cried.

"Sure," said Loriga, and they embraced.

Then came Mrs. Romero Salas, the first, but by no means the last woman in Manila, to kiss the aviator. She was followed by the Archbishop of China, who also embraced and then blessed Loriga.

Amado Salas, son of Don Romero Salas, suddenly shouted, "In the air with him," and Loriga was hoisted on a dozen shoulders.

He was taken to the post hospital where he was greeted by Captain Jacobs of the air service and by Antonio Osorio, secretary of the Spanish Club.

The crowd, however, kept pressing into the room in which he had taken shelter, and he sought to escape by the back door. On the porch, he met as great a crowd as had forced him out. He too was conducted over to the quarters of Lieutenant Monohan, where he and Gallarza met for the first time since their plane stopped.

There too they encountered Comodoro Guillermo Ivens Ferraz, captain of the Portuguese cruiser which crossed the China sea beneath the Legasi, the fliers' plane.

Captain Loriga expressed his thanks for the assistance and protection that the Portuguese had given him, and assured the captain that while they had been unable to see the steamer, they had perceived its smoke ascending, and that it gave them a feeling of security.

Colonel Langhorne, who also was there, expressed to Captain Loriga the delight of the governor general over his safe arrival.

Captain Loriga was in the first car with Mayor Romualdez with Miss Blaquita Danon at the wheel. In the second were Captain Gallarza, Emilio de Motta, the Spanish consul-general, Colonel Langhorne, and Miss Marina Blaquiza, who drove.

Through a long line of cheering crowds the procession went in Calle F. B. Harrison, Calle A. Mabini, Isaac Peral, Deyan Boulevard, and on to the Luneta.

It stopped before the Rizal Monument, where Captain Loriga got out, and was presented with a wreath by the Misses Baldmor. Captain Loriga accepted it with thanks, and it was laid on the monument by Mayor Romualdez.

At the Legasi Monument the parade stopped. Captain Gallarza got out, and laid a wreath with which he was presented at the foot of the monument.

From there the procession headed directly for the cathedral. A crowd that overflowed from the steps onto the square below and extended out into the radiating streets awaited them. Entrance into the cathedral was almost impossible in spite of the numbers of policemen who fought to keep the crowd back.

Finally Loriga managed to squeeze his way through. The crowd closed behind him, and Gallarza, despairing of another opening, made his way in through a side door.

In the cool of the cathedral was another crowd. On the benches where the people usually kneel the crowd was standing. On the seats men and women stood erect. The pillars supported still more.

The Te Deum was chanted. Before the altar and facing the crowd were Captains Loriga and Gallarza. The Te Deum ended and the aviators knelt for the Blessing. The service ended and cheer after cheer, lead by the fathers themselves, shattered the calm of the cathedral.

The fliers were borne off, among their carriers being a few of the fathers. They were both put in the same car, in which was riding A. J. Croft, of the Luneta Motors, which had donated and decorated the cars.

They hastened to the Manila Hotel, where they had a brief rest and luncheon.

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COMPANY MEETING.

THE CANTON INSURANCE OFFICE, LIMITED.

A VERY SATISFACTORY REPORT.

The forty-fifth ordinary general meeting of shareholders of The Canton Insurance Office, Ltd., was held at the offices of Messrs. Jardine, Matheson & Co., Ltd., the General Agents, yesterday, when a very satisfactory report was presented.

The Hon. Mr. D. G. M. Bernard presided and members of the Consulting Committee present were Sir Robert Ho Tung and Messrs. A. S. Gubbay, H. P. White and Henry Humphreys, with the Secretary (Mr. F. C. Hall). The following shareholders were also present:—Messrs. E. M. Raymond, Ho Leung, Chui Siu Nam, P. M. N. da Silva, R. A. Dastur, Lo Cheung Shiu, Ho Kom Tong, A. H. M. da Silva, D. V. Stevenson, Lo Man Hin and P. S. Cassidy.

CHAIRMAN'S SPEECH.

The Chairman said:—Gentlemen,—It is with great pleasure that your General Agents and Consulting Committee again present to you a very satisfactory report, especially as I am unable to announce any amelioration in the position of Marine Insurance generally, although there are signs that underwriters are now taking steps to try to improve existing conditions.

The most serious problem with which we have to contend is that of maintaining premium income. Business there is, but business from which a reasonable prospect of profit may be looked for is very hard to obtain. From Agents in all parts of the world, we receive reports of the additional difficulties that continue daily to arise in the acquisition of business of a remunerative character. The Marine Insurance Market is still too big for the business available, and until there is a shrinkage in the former or a very considerable increase in the latter I can see no hope of any great improvement. It is only necessary to examine the accounts of the leading British Marine Companies to perceive how great the fall of income has been during the past six years, the figures for 1925 being in many cases considerably less than half those for 1920. We may consider ourselves fortunate in this respect, for, though we have also suffered, it has not been in nearly so marked a degree.

I regret to say that the London market has been at about its worst during the past year. Bad trade, excessive competition and the unwise departure from many of the established precepts of marine underwriting have brought about an unsatisfactory state of affairs which it may prove most difficult to correct. Some underwriters, but we think there can only be a few, have indulged in a system of reinsurance by treaty, apparently overlooking the fact that if original rates are bare, they must be wholly unprofitable to their Treaty Companies after a substantial percentage of commission has been deducted. This policy is most short-sighted and a rude awakening must follow. To date the result has been merely to reduce rates to a figure that is almost entirely unremunerative. Rates, though easy to cut, are at all times hard to re-establish.

It is unnecessary for me to comment on the local position, and that prevailing in North China, further than to point out that this is to us, as to all other Far Eastern Companies, a source of considerable anxiety. However, this Company has weathered storms in the past and thanks to the conservative policy that has been, and is being, followed it is now in a sound position and can view with a certain amount of equanimity the difficulties confronting us.

Turning to the accounts, it will be seen that the premium income for 1925 shows an increase of approximately \$30,000 over that for the previous year, while the final balance is better by some \$51,000. But for the rise in exchange from 2/3 to 2/4, both these figures would have been even better. The ratios for losses and for commission and charges work out at 59.15 and 20.34 per cent. respectively, as against 62.15 and 17.97 for the year 1924.

The balance at credit of working account for 1925 is \$1,970,399.65 and compared with \$1,907,039.33 for the previous year, it shows an increase of \$63,360.32. Our premium income, on the other hand, is down by approximately \$200,000. This was anticipated and we expect to recover the bulk of this decrease during the current year. This working account has a further twelve months to run and, though it is early yet to attempt to forecast the final result, we are fairly confident that it will prove to be satisfactory.

Our assets as expressed in sterling stand at an almost similar figure with last year, while in Hongkong dollars they show a fall of about \$240,000, which is largely due to the rise in sterling exchange.

You will notice that the investment and exchange fluctuation account shows a decrease of \$315,352.92. This is the result of depreciation in the value of our gold and silver investments and to adverse exchanges, both sterling and Shanghai tials. I might mention that quite a large proportion of this sum has been recovered since December 31st, at which date the values of our securities and the rates of exchange were taken for the accounts.

Reinsurance Fund is over \$160,000 up while underwriting suspense account is down almost an identical amount.

The surplus to be dealt with is \$1,100,081.17, out of which has been paid an interim dividend of \$18 per share. We now recommend the payment of a final dividend of \$22 per share, the appropriation of \$100,000 to reinsurance fund, \$10,000 to sterling reserve fund and the balance of \$513,469.67 to underwriting suspense account to close the year 1925. The balance of \$1,970,399.65 at credit of 1925 account allows of the payment of the usual interim dividend of \$18 for that year.

I do not think there is anything further that calls for special comment but I shall be pleased to answer, to the best of my ability, any question arising out of the accounts which shareholders may wish to put, after the adoption of the report and accounts has been duly seconded.

I now propose the following resolution:—

That the report and accounts, as presented, including the payment of a final dividend in respect of the year 1924 of \$22 per share, and an interim dividend in respect of the year 1925 of \$18 per share; an addition of \$100,000 to reinsurance fund, of \$10,000 to sterling reserve fund and of \$513,469.67 to underwriting suspense account be adopted and passed.

Mr. Ho Kom Tong seconded, and the resolution was carried unanimously.

OTHER BUSINESS.

On the proposition of Mr. Ho Leung, seconded by Mr. D. V. Stevenson, the Hon. Sir Paul Chater, C.M.G., Sir Robert Ho Tung, Messrs. A. H. Compton, A. S. Gubbay, Henry Humphreys, T. E. Pearce and H. P. White were re-elected as members of the Consulting Committee.

On the proposition of Mr. E. M. Raymond, seconded by Mr. P. M. N. da Silva, Messrs. Lower, Bingham & Matthews and Percy Smith, Seth & Fleming were re-elected auditors at a remuneration of £750 each.

The Chairman said:—This concludes the business of the meeting, Gentlemen, and I thank you for your attendance. Dividend warrants are now ready and can be obtained on application.

PEAK TRAMWAY DIVIDEND.

At the forthcoming annual meeting of Shareholders of the Peak Tramways Co., Ltd., the Directors will recommend that the amount available for distribution, viz: \$70,422.92 be allocated as follows:—

Dividend of 10 per cent. per annum on 25,000 shares fully paid \$25,000.00
Dividend of 10 per cent. per annum on 43,675 shares \$3.00 paid up (\$1.00 per share paid up for six months, \$2.00 per share paid up for six months) 14,602.50
Dividend of 10 per cent. per annum on 1,325 shares \$1.00 paid up 132.50
Write off Permanent Way 10,000.00
Carry forward to New Account the balance 20,687.92
\$70,422.92

DIRECTORS' £167,000 SACRIFICE.

FIRM'S LOSS BORNE BY TWO MEN.

JOY AT MEETING.

A sacrifice of £167,000 by the chairman and vice-chairman of the company in order to avert heavy loss to shareholders was announced at the annual meeting in Manchester of Messrs. J. and N. Phillips & Co., Ltd., warehousemen and wholesale drapers.

The generous offer, which the shareholders accepted amid shouts of "Bravo!" was made to meet loss of capital consequent on the closing of the firm's London house.

Mr. Morton Phillips stated that the profits in Manchester would have provided a dividend on all the shares had they not been called upon to meet losses elsewhere.

The loss at the London warehouse was due to altered trade conditions following the slump.

CHAIRMAN'S £138,000.

Mr. Wright, the company's solicitor, stated that the chairman, Mr. W. M. Phillips, and vice-chairman, Mr. F. M. S. Grant, had made the offer of their own free will. They had adopted a reduction of capital, which they would bear entirely themselves. It was, he added, certainly an uncommon thing. The object was to restore the dividend capacity of the company, in confidence that the board would be able to retrieve the prosperity of the old business.

The chairman's contribution was £138,000, and the vice-chairman's £29,000. One shareholder stated, amid applause, that the generosity was worthy of the name of Phillips.

Mr. W. M. Phillips announced that he was vacating the position of chairman on account of ill health, and it was stated that Mr. Grant had been appointed as his successor.



TO-DAY THE MIGHTIEST DRAMATIC SPECTACLE OF ALL AGES THE TEN COMMANDMENTS

PART I.
A MAGNIFICENT AND SPECTACULAR VERSION OF THE DAYS OF MOSES WITH BEAUTIFUL COLOURED SCENES.

PART II.
A POWERFUL MODERN DRAMA.

SPECIAL MUSIC.

TIMES & PRICES.			
2.30	\$1.00	80 cents	40 cents
5.00	Sharp \$1.50	\$1.00	60 cents
7.15	\$1.00	80 cents	40 cents
9.30	\$2.00	\$1.20	80 cents

THE STAR

TO-DAY At 5.30 & 9.15

JEWEL CARMEN

IN

"NOBODY."

THE WORLD

TO-DAY At 5.15 & 9.15

HOOT GIBSON

IN

"CHIP OF THE FLYING U."

HONGKONG STOCK EXCHANGE

CLOSING QUOTATIONS.

Mar 18th, 1926.	
Hongkong Bank	\$1,095 buy, 1,100 sell.
Do London	\$225 nom.
Chartered Bank	\$220 nom.
Mercantile Bank & A.	\$200 nom.
Do	\$210 nom.
P. & O. Bank	\$200 nom.
East Asia Bank	\$200 nom.
Canton Insurance	\$335 buy.
China Underwriters	\$1.90 buy.
North China Insurance	Tls. 145 nom.
Union Insurance	\$248 nom.
Yangtze Insurance	\$374 buy.
China Fire Insurance	\$170 buy.
Hongkong Fire Insurance	\$355 buy.
Do	\$325 nom.
H.R. U. & M. Steamers	\$244 nom.
Hongkong Tugs	\$24 sel.
Indo-China (Ref.)	\$25 nom.
Do (Def.)	\$46 nom.
Shell Transport	\$276 nom.
Star Ferry	\$252 nom.
Waterworks	\$118 nom.
China Sugar	\$15 nom.
Malacca Sugar	\$24 sel.
Benguet	\$15 nom.
Kauai Mining Ad.	\$27 buy.
Langkats (combined)	Tls. 244 buy.
Do (single)	Tls. 124 buy.
Shanghai Explorations	Tls. 24 nom.
Shanghai Loans	Tls. 7 nom.
Bank	\$5 nom.
Bank Mines	\$5 nom.
H.K. & W. Wharves	\$125 sel.
H.K. & W. Docks	\$53 nom.
Hongkong	Tls. 180 buy.
New Engineering	Tls. 5.30 buy.
Shanghai Docks	Tls. 104 nom.
H.K. & S. Hotels	\$10.30 buy.
Hongkong Lands	\$31 buy.
Hongkong Realty (op.)	\$54 buy.
H.K. Territorial (op.)	\$5 nom.
Humphreys Estates	\$154 nom.
Prince's Buildings	\$93 buy.
Rural Lands	\$7 nom.
Ewo Cottons	Tls. 10.10 nom.
Oriental	Tls. 3 nom.
Shanghai Cottons (old)	Tls. 63 buy.
Do (new)	Tls. 27 buy.
Amusements	\$114 nom.
Canton Ice	\$74 nom.
Cement (combined)	\$14 sel.
Do (old)	\$15 nom.
Do (new)	\$4 nom.
China Buses	Tls. 11.30 buy.
China Light	\$184 nom.
Do (old)	\$138 nom.
Do (new)	\$94 sel.
China Provident	\$520 nom.
Constructions	\$24 nom.
Dairy Farms	\$20 sel.
Der & Wing (Op.)	\$10 nom.
Hongkong Electric	\$40 buy.
H.K. Development	\$25 cts. nom.
H.K. Ropes (combined)	\$30 sel.
Do (old)	\$10 sel.
Do (new)	\$10 sel.
Hongkong Tramways	\$23.80 nom.
Lane Crawford	\$104 sel.
Macintoshes	\$184 nom.
Peak Tram (old)	\$114 buy.
Do (new)	\$72 nom.
Sinceres	\$11 nom.
Taxis	\$4 sel.
United Assurance	\$20 nom.
Watsons (old)	\$124 buy.
Wm. Powells	\$10 nom.
Singapore Tractions	\$45 sel.
buy—buyers; sel—sellers; nom—nominal.	

EXCHANGE RATES.

(BRITISH WIRELESS SERVICE.)

Rugby, May 17th.	
Paris	161 1/2
Brussels	164 1/2
Amsterdam	12.09
Berlin	20.43 1/2
Copenhagen	15.54
Vienna	34.46 1/2
Helsingfors	193 1/2
Lisbon	2.17/32
Buenos Aires	45.1/16
Shanghai	2/11 1/2
Yokohama	1/11 1/2
New York	4.88 11/16
Geneva	25.16
Milan	132 1/2
Stockholm	52.15 1/2
Oslo	164 1/2
Prague	33.76 1/2
Madrid	7 1/2
Rio	1/5.26/32
Bombay	30.1/16
Silver (spot)	30
Silver (forward)	30

POTTED SUNSHINE.

SUNNER IN THE BATHROOM, IF NOWHERE ELSE.

If summer fails to materialise in England, some consolation may be derived from the installation of artificial sun lamps. These lamps have been exhibited at the Nursing Exhibition at Central Hall, Westminster.

"Potted sunlight" in all its forms was to be found among the exhibits. It is claimed that an efficient lamp, giving an equivalent amount of sunlight to that obtainable on Brighton beach on the hottest day of summer, can be had for the small price of 3d. per hour, from an instrument costing only £14.

An increasing number of people are seeking artificial alpine sunlight.

THREE MINUTES OF TONING-UP.

The user of the lamp, after his bath in the morning, stands before the lamp for three minutes. All the protection he needs is a pair of goggles over his eyes.

"A large family could be put in front of the lamp and gain ample treatment for 3d. a day," said the representative of one firm. "They would become as braced up as if they had just returned from a holiday in the Mediterranean or at the seaside."

The lamps are perfectly simple to work. The actual burner is made of quartz, and through it a stream of mercury runs. When the current is switched on, mercury vapour arises, and it is from this that the ultra-violet rays shine.

"A lamp will last for several years, and even if it is broken it can be repaired for a small price."

OVER HALF A CENTURY REPUTATION FOR THE DR. LE CLERC'S PILLS FOR THE CURE OF ALL FORMS OF CONSTIPATION, COLIC, BILIOUSNESS, PAINFUL PERIODS, AND ALL AFFECTIONS OF THE DIGESTIVE SYSTEM. DR. LE CLERC'S PILLS FOR THE CURE OF ALL FORMS OF CONSTIPATION, COLIC, BILIOUSNESS, PAINFUL PERIODS, AND ALL AFFECTIONS OF THE DIGESTIVE SYSTEM.

PYJAMAS FOR RESTFUL SLUMBER.



Mackintosh's Short Sleeve and Short Leg Pyjamas are made on the principle that you do not want to be swathed like a mummy these hot nights; nor do you want your pyjamas to pinch you back to wakefulness every time you stretch or turn. They are cut roomy to fit from a fine hardwearing cloth, light in weight yet absorbent.

NO COLLAR, SHORT SLEEVES and SHORT LEGS in plain White, Blue and Buff.

All sizes from 34 to 48 inches chest measurement.

\$6.00 per suit

WE ALLOW 10% DISCOUNT FOR CASH.

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"Keep Cool!"

We can supply all the Ice likely to be required this Summer.

Pass books on application.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

SPECIAL SALE OF SHOES

ON **MONDAY, May 17th**

And Following Days

400 PAIRS LADIES' WHITE CANVAS SHOES.

LESS THAN COST.

IN ORDER TO MAKE ROOM FOR NEW STOCK COMING FORWARD WE HAVE DECIDED TO CLEAR ALL OUR PRESENT STOCK OF LADIES' WHITE CANVAS SHOES AT ABSOLUTELY CLEARING PRICES.

NUMEROUS STYLES. PRICES from \$1.00 to \$5.00 Pair.

LADIES DO NOT MISS THIS OPPORTUNITY. COME EARLY. BEST SIZES GO FIRST.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

CRICKET.

HONGKONG TEAM FOR SINGAPORE.

A FINAL WORD OF ADVICE.

It will have been a source of great pleasure to all cricketers to learn yesterday that the efforts of the Cricket Club Committee have proved successful and that the team will sail for Singapore by the s.s. *Ho Sang*, leaving at 5 p.m. on Thursday, the 20th instant; 4 p.m. launch leaves Queen's Pier.

The final composition of the side is as follows: R. H. B. Hancock (captain), E. B. Reed, A. C. I. Bowler, G. R. Sayer, C. Q. M. S. Stepp, Rev. T. B. Powell, A. W. Ramsay, Capt. R. A. Watters, I. M. S. J. D. Humphreys, E. C. Fincher, H. N. Balhatchet, and H. C. Burgess. The whole of the Colony will wish them good fortune in their adventure down South, the first for twenty-five long years.

The three extra men now able to get away are E. C. Fincher, J. D. Humphreys, and H. C. Burgess. Fincher was out to a half volley on Saturday. I am told—I did not see it—and I am at a loss to account for his failure on the Club ground. I have repeatedly seen him playing the best bowling in the Colony on the (Civil Service) wicket—a far more difficult one than on the Club ground—and though entirely unorthodox he got runs and he didn't get out. I hope the trip will give him the necessary confidence. A good motto for him, and for the team, if I may suggest it, is the old *passant quia possit videri*, or, as the inimitable Conington has it—

"These bring success their zeal to fan;
They can, because they think they can."

I am also very glad to learn that "Dick" Humphreys is going, though it is a bit sad for the Bowling Alley. He takes a great deal of getting out when he sets his mind to it, and it is in steady batting the team is chiefly deficient. He and Stripp are our mainstays in this line.

Burgess has not played a great deal of cricket in the Colony. I understand he is a twelfth man, and as he can do a bit with the bat and with the ball, he will be a useful substitute, in the unfortunate event of anyone croaking.

A strong rumour was going round today that a popular broker had signified his intention of going down with the side to score. If this is true, and if he has as many Hongkong runs to put down in his score book as he had Hongkong drinks to serve out over the Club bar in the strike, his venture will be a most prosperous one—(even if you spell it—i.e.). And that reminds me of a subject on which I am qualified to advise. (Alright, it's not about cricket!) Just remember that those Singapore gin-slugs aren't so innocent as they look or taste! Good luck! With your shields, or on them!

R. ABBIT.

CHARITY FOOTBALL.

TODAY'S GAME AT SOOKUNPOO.

Readers are again reminded of the charity football match which has been arranged for this afternoon on the Garrison Recreation ground, Sookunpo, between a combined team of the Army and Navy and the South China Athletic Association.

The game is being played in aid of the Military Branch of the Ministering Children's League, and is under the patronage of Lady Clementi. H.E. the Governor has promised to be present.

The acting General Officer Commanding, Lieut.-Col. F. S. Montague Bates, C.B., C.M.G., D.S.O., will kick-off at 6.15 p.m.

The Band of the 1st Batt., The East Surrey Regiment, will be in attendance and there will be raffles for the football presented by the Hongkong Football Association and for a credit card, of \$25, presented by Messrs. H. Rutten and Son.

The teams are—
United Service team (Red):—A.C.I. Avery, R.A.F. (H.M.S. *Tamar*); Ldg. S. Mills (H.M.S. *Hawkins*); and Pte. Jordan (East-Surreys); Q.M.S. Turner (R.E.); S/Sgt. Sims (captain), (R.A.M.C.), and A.B. Voller (H.M.S. *Hawkins*); Q.M.S. Charlesworth (East Surrey), Br. Palford (R.A.), A.B. Rice (H.M.S. *Durban*), E.R.A. Ball (H.M.S. *Titanica*), and L/Cpl. Mackleworth (East Surrey).

South China Athletic Association (Blue):—Lau Hing Cheung; Chan So and Lai Yut Tak; Chan Woon In; Lau Yik Ying and Leung Yik Tong (captain); Chan Kwong In, Suen Kam Son, Leung Wing Tak, Fung King Cheung and Ko Sik Wai.

Referee:—Sgt. Gilmour (R.A.M.C.).
Linesmen:—Brt. Forcynbough (R.M.) and Kwok Siu Yan (S.C.A.A.).
Reserves:—Lt. St. Ellis (H.M.S. *Durban*), Pte. Britowe (East Surrey), Lo Wai Man and Tsui Ping Fan (S.C.A.A.).

H.K.C.C. TENNIS TOURNAMENT.

RUMJAHNS RETAIN DOUBLES TITLE.

YESTERDAY'S FINAL.

The final of the Open Doubles Championship of the Colony played yesterday between H. D. and S. A. Rumjahn, holders, and Major Pratt and Major Stevenson produced a closer game than was expected, and although the Rumjahns won by three sets to love, the Military pair put up an exceptionally strong opposition especially in the second set which went to 22 games. If the Rumjahns, having now won twice in succession, retain their title next year the Challenge Cups will become their property.

The Rumjahn cousins yesterday were quick to seize opportunities. Considering that they have always played together it was natural that their combination should be excellent and it was. As a pair they play better than either does individually.

S. A. Rumjahn, the older of the two, has shown better form in previous rounds than he did in yesterday's match. Very often he failed to return a "soft" ball and was not so accurate in his overhead work as usual. He played a sound game, however, when his side was down in the second set.

His partner, H. D. Rumjahn, was in very good form again and volleyed effectively scoring many points by cross shots. His service was good and he made fewer mistakes in smashing.

Major Stevenson showed up extremely well, earning a great deal of applause by sharp block-volleys which the Rumjahns had no chance to retrieve. He mixed his shots admirably driving often between his opponents, frequently along the side line and varied these tactics with an occasional lob. His keen anticipation won the admiration of the spectators and he was certainly the better of the two losers.

Major Pratt served and smashed with great accuracy and was quick at getting to his opponents' shots, but he failed chiefly at volleying.

THE PLAY.

Opening strongly the Rumjahns were very soon in a comfortable position in the first set and won it with the loss of only two games. The Military pair then rallied and some effective play by Major Stevenson quickly gave them a good lead of 4-1. By steady play the Rumjahns brought the score to 6-all. Then came the greatest struggle of the match. The Military pair secured the lead and the games went to 9-all. They had several advantage games but were never quite strong enough to snatch the victory. Major Stevenson lost his service at 9-all, but his side retaliated by winning S. A. Rumjahn's service 10-all. Major Pratt failed to hold his and H. D. Rumjahn coming up strongly, made the second set safe for his side.

Changing their tactics in the third set, the Rumjahns began forcing the pace and did so well that they won the set without the loss of a single game.

Major Pratt and Major Stevenson are to be congratulated on putting up such a good fight against such an excellent pair as the Rumjahns, especially as this is their first experience in local championships.

Redmond and Tottenham attempted to finish their tie in the 3rd round of the Club Singles, but had to stop on account of failing light after four sets had been played. Each player won two sets, the first two going to Tottenham.

Crook and Womack (rec. 3/8) entered the semi-final and then the final of the Handicap Doubles by scoring a doubles victory over two pairs. Detailed scores are appended.

FINAL OPEN DOUBLES.—H. D. Rumjahn and S. A. Rumjahn beat Major W. B. Pratt and Major W. W. Stevenson, 6-2, 12-10, 6-0.

HANDICAP DOUBLES.—(4th round): A. Crook and O. C. Womack (rec. 3/8) beat E. Grimble and R. Hancock (owe 12/9), 6-4, 7-5; (semi-final): A. H. Crook and O. C. Womack (rec. 3/8) beat W. L. Dunbar and W. Lyons (owe 1/6), 6-2, 7-5.

HOCKEY.

WANDERERS v. 5/2nd PUNJABIS.

This match will be played at the Marina to-morrow (Wednesday), at 5.30. Wanderers (in white):—Sergt. Clark, R.A.; Lieut. J. H. Smith, R.A. and Eng. Lieut. Bennett, R.N.; Mid. Freer, R.N.; E. J. B. Mitchell and Lieut. J. C. Broome, R.N.; Lieut. Armstrong, R.N.; Lieut. H. St. L. Nicholson, R.N.; E. D. Lawrence, E. D. Evans and G. P. Lammert.

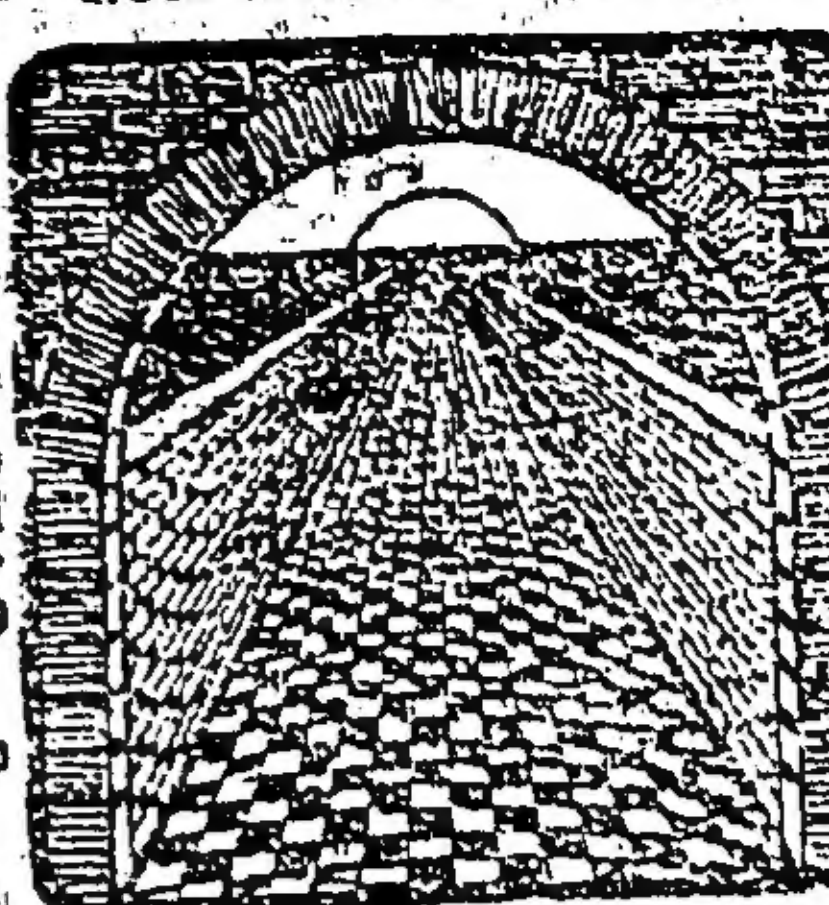
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[101]

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Chater Road.

HONGKONG BASEBALL LEAGUE.

COMPLETE SCHEDULE OF GAMES.

The Hongkong Baseball Association will open their League programme on Saturday week, May 20th, with a game between South China (champions of last year) and the Japanese Club (runners-up). In this game H.E. the Governor (Sir Cecil Clementi, K.C.M.G.), who has become Patron of the local Association, has been invited to pitch the first ball. Altogether 46 games have been arranged, and the programme provides in most cases for three rounds every week-end, two games on the Saturday and one on the Sunday.

Mr. R. C. Tredwell, the American Consul-General in Hongkong, has offered a cup for the player who makes the best batting average.

THE PROGRAMME.

The complete schedule of games for this season are appended:—

MAY.
20.—South China v. Japanese.
30.—H.K.B.B. Club v. Filipinos.

JUNE.
5.—H.K.V.D.C. v. Club Recreio.
H.K.B.B. Club v. Japanese.
6.—Filipinos v. South China.
12.—Japanese v. Filipinos.
H.K.B.B. Club v. H.K.V.D.C.
13.—Club Recreio v. South China.
16.—Japanese v. Club Recreio.
H.K.V.D.C. v. Filipinos.
20.—South China v. H.K.B.B. Club.
26.—H.K.B.B. Club v. Club Recreio.
27.—Japanese v. H.K.V.D.C.

JULY.
1.—Club Recreio v. Filipinos.
3.—H.K.V.D.C. v. South China.
Filipinos v. H.K.B.B. Club.
4.—Single Men v. Married Men. (Independence Day—Reserve for Americans).

10.—Japanese v. H.K.B.B. Club.
Club Recreio v. H.K.V.D.C.
11.—Filipinos v. South China.
17.—Japanese v. South China.
H.K.V.D.C. v. Filipinos.
18.—H.K.B.B. Club v. Club Recreio.
21.—H.K.B.B. Club v. H.K.V.D.C.
Club Recreio v. South China.
23.—Japanese v. Filipinos.
31.—H.K.V.D.C. v. Japanese.
Club Recreio v. Filipinos.

AUGUST.
1.—H.K.B.B. Club v. South China.
7.—Filipinos v. H.K.B.B. Club.
South China v. H.K.V.D.C.
8.—Club Recreio v. Japanese.
14.—H.K.V.D.C. v. Club Recreio.
South China v. Filipinos.
15.—H.K.B.B. Club v. Japanese.
21.—South China v. Club Recreio.
H.K.B.B. Club v. H.K.V.D.C.
22.—Filipinos v. Japanese.
23.—Filipinos v. H.K.V.D.C.
Club Recreio v. South China.
24.—Club Recreio v. H.K.B.B. Club.

SEPTEMBER.
4.—H.K.B.B. Club v. South China.
H.K.V.D.C. v. Japanese.
5.—Filipinos v. Club Recreio.
11.—South China v. H.K.V.D.C.
12.—Japanese v. Club Recreio.

The balance of September dates will be used for postponed games and extra matches.

FINE GAME OF BASKET BALL.

PRESENTATION OF LEAGUE TROPHIES.

A brilliant basket ball game was played on the grounds of the Chinese Y.M.C.A., Bridges Street, yesterday afternoon, on the occasion of the presentation of trophies to the winning teams of the inter-school league, both senior and junior.

The Ying Wa College quintet, the champions of the season, met a combined team representing the Hongkong University, Queen's College, Y.M.C.A. Students Hostel, St. Paul's College, and Educational Institute. Hundreds of students from the Hongkong schools assembled to watch the exhibition of the best and experts of the game in the Colony, and they were not disappointed. The match was exciting from start to finish. The passing and shooting of the Ying Wa boys, which has attracted so much attention since the opening of the season were the features of the display. The game ended in favour of the Ying Wa College, by a score of 69 to 55.

Before the game the Rev. E. G. Stewart, president of the Hongkong Basket Ball Association, handed the two league shields to the Ying Wa teams. Mr. Stewart, who was supported by Mr. S. W. Ko, physical director of the Chinese Y.M.C.A., Mr. Ho Ka Lau, hon. secretary of the Association, and other officers, congratulated not only the players of the Ying Wa College but also Mr. Richard Shim, who, he said, enjoyed the rare distinction in the Colony of being a successful headmaster and athletic coach at the same time. Mr. Shim is a leading athlete in the South China Athletic Association and was captain of the champion baseball team in Hongkong last season.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observatory said:—

The anti-cyclone between South-west Japan and the Bonins has weakened. A depression appears to be forming over Northern China.

Local forecast:—East or variable winds, moderate, cloudy, showery.

At the Central Magistracy yesterday before Mr. R. E. Lindell, the Chinese master of a business at 3, On Lan Street, was charged with uttering a forged cheque on the Hongkong and Shanghai Bank, purporting to be of the face value of \$600 (Hongkong currency), knowing the same to be forged. As His Worship held that in the circumstances the case did not amount to forgery, Detective Inspector T. Murphy put in an alternative charge of attempting to obtain money from the Bank by false pretences. The case, for which it was stated Mr. G. B. Haywood will appear for the defence, was remanded, bail being allowed on security of \$1,000 cash.

PARADES OUT OF FAVOUR.

WARNING BY KUOMINTANG.
SUGGESTED NEW FOREIGN MINISTER.

[FROM OUR CHINESE CORRESPONDENT.]

The Workers Conference of the Kuomintang have warned all labour unions within its sphere of influence against further participation in parades and demonstrations not previously approved by the Executive Committee of the Conference. The labour unions are not all of one faction and, in order to prevent the repetition of the incidents of May 3rd and 4th, when rival anti-Reds and Reds came into a conflict resulting in 23 deaths and more than 200 wounded, the Kuomintang have thought it advisable to curtail the number of mass meetings.

FOREIGN MINISTER.

Dr. C. C. Wu, officially Chief Commissioner of Canton Municipality but generally regarded as head of the Foreign Office as well, is being urged by General Chiang Kai Shek to resume the post of Minister of Foreign Affairs, the position formerly occupied by Mr. Hu Han Min, who has not been in Canton since last August except for a few days between April 29th and May 8th.

As a matter of fact, Dr. Wu has been acting Minister, as no important subject of international concern has been considered without his advice.

COMMUNIST PARTY.

Since the intention of the leading militarists to curtail the activities of Bolsheviks in Canton has been made public, a number of the well-known members of the Communist Party have resigned. Captain Li Chi Lung, one time acting Chief of the Kuomintang Naval Bureau during the absence of Comrade Semiaoff but under arrest since March 20th, has withdrawn from Bolshevism. He will be freed from custody soon.

Rumours are still current in Canton and vicinity that the Communists and the Third International in Canton will not dissolve themselves as informally advised by leaders of the Kuomintang. It is reported that, unless the Kuomintang will allow the Communists a free hand as before, the latter will not separately.

PORT IMPROVEMENT.

The Canton Port Conservancy Commission met for the first time since its organization by the local authorities last week-end. Among those present were Mr. Sun Fo, Kuomintang Commissioner of Reconstruction; Dr. C. C. Wu, acting Mayor of Canton; Mr. Foo Ping Shuen, Commissioner for Foreign Affairs; Dr. Tai En Sai, Director-General of the River Conservancy Board; and Major Oliverona, Chief Engineer to the Conservancy Board.

The proposed improvement of Canton Harbour was reviewed and, it was stated that in accordance with previous estimates, something like \$40,000 was required for the work.

Major Oliverona, it is understood, will make informal enquiry among the consular representatives in Canton to see what assistance may be possible in the way of surtax on imports, in addition to getting the co-operation of the Commissioner of Customs at Canton.

GET RICH QUICK SCHEME.

It is alleged that a firm in Honam, Canton, has opened eight branches, since September, taken in goods on credit to the value of more than \$50,000 and constructed loans amounting to \$50,000. The proprietor after operating for about nine months, on these lines has now absconded with something like \$170,000. The alleged swindler, it is said, dealt chiefly in rice.

PAPER MONEY.

To discourage the depreciation of the Kuomintang Central Bank notes in Canton and vicinity, orders have been given to the Police to arrest all persons unwilling to accept the paper money at par.

EXONERATED.

CHIANG KAI SHEK'S ACTION
ON MARCH 20TH.

IMPROPER BUT NECESSARY.

[FROM OUR CHINESE CORRESPONDENT.]

The Central Executive Committee of the Kuomintang in Canton, now holding its semi-annual session, exonerated General Chiang Kai Shek from blame for having taken the action he did on March 20th to prevent a feared Red revolt.

This was the occasion, it may be recalled, when General Chiang took over the Navy and caused a search to be made of the Soviet Club, the Canton Strike Committee, and other pro-Bolshevik organizations and individuals, including Mr. Wang Ching Wei, the Chairman of the Kuomintang who, since that date, has never reappeared in Canton affairs.

At the time considerable exception was taken to General Chiang's strong act and Mr. Wang resigned in protest against the usurpation of his power. General Chiang soon afterward tendered an apology and an explanation, but nothing further was done.

At the meeting of the Central Executive Committee on Monday, General Chiang was formally exonerated. It was explained that the steps he took were necessary, although strictly speaking improper as they were taken without the knowledge of Mr. Wang, Chairman of both the Political Commission and the Military Council.

The resolution of the Committee is understood to mean that General Chiang has the support of the majority of the Kuomintang leaders and it is generally regarded as a vote of want of confidence in Mr. Wang Ching Wei.

Mr. Wang, who is now absent from Canton, is not expected to return, and it is thought that his Bolshevik followers may as well be ready to face further defeat.

KUOMINTANG CONFERENCE IN CANTON.

CANTON GAZETTE'S REPORT.

In its report of the Kuomintang Conference held in Canton on Saturday, the *Canton Gazette* says, an important declaration was unanimously agreed to by the leaders of the Kuomintang defining more definitely its attitude and principles of co-operation with the Chinese Communist Party. The definitive terms of the declaration and proposals have not yet been officially issued, but the following is a free rendering of the declaration:

"In order to secure the centralization of the Revolutionary Forces and to make the National Revolution complete, we affirm our profound belief that it is an imperative necessity for all classes of revolutionary forces in the Nation to work together.

In the past year or two, we learn from the facts, and our experiences in co-operation have taught us, that in the course of our work—if there is no basis of mutual confidence and no proper safeguards for mutual co-operation founded on moral principles and the spirit of loyalty as the condition for co-operation, and some rule in common—frequent misunderstandings are bound to arise, with the result, in the first place, of internal uneasiness, thereby lessening our revolutionary effectiveness; and, in consequence, we shall both be overthrown by the enemy. And we painfully recollect that the aim of the co-operation which our late leader (Dr. Sun Yat Sen) instituted, could not have been to this end.

The Communist Party of China is a Revolutionary party, so also is the Kuomintang. Recognising the fact that the country must undergo a National Revolution, the Communist Party decided to join the Kuomintang.

Believing that the members of the Communist Party could add their efforts to the National Revolution the Kuomintang welcomed their participation. To co-operate in such an open and honourable spirit, there should have been no occasion for misunderstanding, but in reality in the past two years it has not been so.

This is not the fault of co-operation but rather because co-operation was not wisely conducted.

Deploping that the good intention of our late leader (Dr. Sun) for co-operation might be thus frustrated, and the centralizations of the revolutionary forces might be thus split, we therefore make the following proposals for the improvement of Party conditions. Then follows the proposals made by General Chiang Kai Shek which have already appeared in the *Daily Press*.

FOOD PRICES IN HONGKONG.

STALLHOLDERS ALLEGED TO BE MONOPOLISTS.

DR. KOCH DENOUNCES THEIR "RAPACITY."

At a meeting of the Sanitary Board yesterday, Dr. W. V. M. Koch strongly denounced the rapacity of stallholders, who he said were making excessive profits in the sale of commodities. He held that they were monopolists, and were enabled to profiteer with impunity owing to the fact that they had formed "rings." He urged that the Board should devise some scheme whereby the profiteering should be prevented.

It was decided that a committee should be formed to look into the matter.

PRESIDENT'S CONTENTION.

Dr. W. V. M. Koch, pursuant to notice, asked:—

"When stalls in the Public Markets are put up for tender can some arrangement be made before they are let whereby the Head of the Sanitary Department can exercise effective control on the prices of commodities, so as to keep them within reasonable limits and prevent the profiteering that now goes on apparently without hindrance."

Mr. N. E. Surin (the President) in reply said:—

The only condition imposed by law in the letting of market stalls is that this letting shall be by sealed tender, and I do not consider it advisable to recommend that the law be so altered as to include any condition as to prices. Maximum prices for foodstuffs of all kinds were imposed on the outbreak of war in 1914 under special emergency legislation, but before long it was found almost impossible to effect any real control on the fluctuations of fresh food prices, and the Food Committee for the last two years of the War confined its activities to such commodities as rice, flour and tinned food.

It is true that market stall holders have what is practically a monopoly of certain food stuffs, but the most effective method of maintaining prices at their proper economic level, would appear to be ample competition within the monopoly.

With this end in view the Board has, in connection with the 1927 Estimates, recommended to Government the building of a number of new markets as soon as economic conditions permit. There are at present 29 markets with a total of over 1,800 stalls.

The high prices of fresh food during the past 11 months have been largely due to abnormal conditions.

A LIST OF PRICES.

Dr. Koch said that he had a list of prices which were published every week by a local paper. The list was not signed, and he did not know, on whose authority the prices were published. The list which he had, set out the prices for 1914, 1918, and 1926. He considered present prices to be altogether out of proportion to what they ought to be. Soup meat in 1914 was eight cents a pound, and it was now 34 cents, an increase of over 300 per cent. A sirloin of beef was formerly 37 cents, and it was now 45 cents. Mutton chops had been increased from 26 cents to 55 cents per pound; pork from 23 cents to 60 cents, lard and fat from 21 cents to 40 cents, wholesale. He felt that in spite of the difficulties they had recently had, the enormous rise in prices was not justified. The stallholders had formed themselves into a ring. That was at the bottom of it. When pork was hawked outside the market during the strike it was sold at a very reasonable price. The result was that the prices in the markets also came down. There was need of more competition; for the market now had a monopoly. There was no need to alter the law, but he felt that a gentle hint given to the monopolists would be effective.

PRESERVING A MONOPOLY.

Continuing, Dr. Koch cited the case of the Fishmongers' Guild some time ago when a frozen fish factory was set up in the Colony. They had the "wind up" because they thought that they could not keep their prices. As a matter of fact, their prices had gone up by 150 to 250 per cent. They protested because their competitors had lowered the prices. What they wanted to do was to preserve their monopoly and keep up their prices. The prices which they set out in their lists were purely fictitious. He did not know on whose authority they were published.

INFERIOR STUFF.

If anyone went to the market and asked for a certain commodity at the price set out in the list, they were promptly refused, or else they were given very inferior stuff.

(Continued on next Column.)

CRIMINAL SESSIONS.

FIVE YEARS' HARD LABOUR AND THE BIRCH.

There were only two cases at the Criminal Sessions yesterday, both of which were over within a few minutes, as the prisoners pleaded guilty. Both cases were taken by Mr. Justice Wood, the Puisne Judge.

Cheung Chui, a waiter at the South China Restaurant, China Building, and Chan Wai, an unemployed Chinese, pleaded guilty to having assaulted a Chinese accountant with intent to rob him.

The accountant, who was employed at the South China Restaurant was asleep in his bed at 4 a.m. on April 14th when he awoke to find the first prisoner drawing a piece of string taut around his neck. He struggled with his assailant, and overpowered him. The second prisoner, armed with a knife, was also in the room, but ran away when he saw his companion in difficulties. He was, however, arrested before he reached the street.

Both prisoners were sentenced to five years' imprisonment with hard labour, and ordered to receive 24 strokes with the birch.

JAPANESE SENTENCED.

Koreyoshi Shimada, a Japanese, pleaded guilty to charges of snatching a handbag, and with robbing a Chinese.

On April 28th, armed with a knife, he held up a Chinese cook, and stole from him 68 cents.

The next day, he snatched a handbag, containing \$5 in money, from a Chinese lady teacher. He was chased and arrested. When charged at the Central Magistracy, he said that he had done it because he had no money to buy food.

Mr. Justice Wood sentenced him to two years' hard labour on each charge, the sentences to run concurrently.

Mr. T. M. Hazlerigg appeared for the Crown in both cases.

He felt that as the Board had some control in the matter, it should adopt measures to break the monopoly. Otherwise there would be demands for increases in wages which would be a serious matter for the Government and private firms. As it was, a large proportion of the people had to scrape and save in order to get the money to purchase necessary foodstuffs.

"RINGS" IN THE MARKETS.

Dr. S. W. Tso, supported all that Dr. Koch had said. There was, however, much difficulty in taking effective steps to get at the "rings" in the markets, unless they forced them to publish their market prices. Dr. Koch had not suggested any means to get over the difficulty. He suggested that a committee should be formed to look into the matter. The Sanitary Department had certain power over licensed meat vendors.

"NO GREAT PROFITS."

The President said that the list which Dr. Koch had was produced by one of the local papers from time to time. The actual figures were secured by a market overseer, on the staff of the Central Department. He merely secured them from the stallholders. He had a pretty good idea of the prices prevailing.

As regards control no definite suggestion had been made as to how prices could be kept down. They would all like to control prices, from motor-cars downwards, but he did not think it feasible as Dr. Koch suggested, to abolish market lists and have the hawking of meat uncontrolled. It had been very much against the policy of the Board right through the strike, but as the sale of fresh meat had to be kept up, there was no other way out of it. He had been in close touch with the markets ever since the strike, and he did not think that the profit to the retailer was very great at present. The high prices were due to the wholesalers. There was still a shortage of pork and beef in the Colony, and he felt that it would be so as long as the present difficulties remained in China.

SCANT HOPE.

In regard to the suggestion of breaking down the "rings," he thought that rings would always exist as far as Chinese salesmen were concerned. He could not see how they could be broken down effectively. It was, however, a very important matter, and the Board should appoint a committee to look into it.

Dr. Koch said that there was no need to rush matters. The thing would take time.

The President said that a committee would be appointed at the next meeting of the Board.

Dr. Koch further stated that it was, of course, the policy of the Board to ensure good quality of meat supplies. If hawkers were allowed to sell meat, they would buy it from the slaughter house, and would get their profit for themselves without reference to the "rings." Customers could be assured of getting meat of good quality. The Board was in a difficulty at present, but he did not doubt that some means could be found of solving the problem. He thought that if hawkers were allowed to sell meat, it would be a very good scheme.

The President said that during the strike hawkers did not get their pork from the slaughter houses. Pigs were then killed all over the Colony. It was permitted because people had to be fed. The discussion then closed.

AT LAST! THE PERFECT SUN BLIND.



NO MORE UNTIDY BAMBOO BLINDS.

These Blinds are made of Linden Wood Splints 7 1/2" wide, straight grained and flawless, Stained Green, easy to fix, moderate in price, good appearance and will outwear any other type of Sun Blind many times over.

THEY SHUT OUT THE SUN, BUT NOT THE AIR.
FROM 30 TO 120" WIDE BY 7 1/2" LONG.

CALL AND SEE A BLIND FIXED UP IN OUR FURNITURE DEPT.

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Alexandra Buildings. Tel. C. 30.
[A.P.B.] [108]

ENGLISH RECORDS.

X330	(SHIPS OF MY DREAMS DAME CLARA BUTT
	(SOFT FOOTED SHOW " " " "
L1728	(O, DRY THOSE TEARS HUBERT EISEDELL
	(THE REASON " " " "
D1537	(O MISTRESS MINE FRANK MULLINS
	(BLOW, BLOW, THOU WINTER WIND " " " "
3899	(ROMING LILIAN GIBSON
	(YOU ALONG O' ME " " " "

ANDERSON'S.

JUST ARRIVED

LATEST MODELS

HARTMAN'S TRUNKS

AT
EXCEPTIONALLY LOW PRICES.

CABIN TRUNKS

FROM \$45.00

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NEW ADVERTISEMENTS.

HONGKONG TRAMWAYS, LIMITED.
BATHING AT TSAT TSU MUI.
POST OFFICE—QUARRY BAY SERVICE.

COMMENCING ON THURSDAY, MAY 20th and for the duration of the present bathing season a SERVICE of CARS will operate between Post Office and Quarry Bay as under:
From Post Office—4.00 p.m. and every hour until 7.00 p.m.
From Quarry Bay—4.30 p.m. and every hour until 7.30 p.m.
L. C. F. BELLAMY,
General Manager.

3579]

PEAK TRAMWAYS COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the ANNUAL ORDINARY GENERAL MEETING of SHAREHOLDERS of the above Company will be held at the Hong Kong Hotel, Hong Kong, on FRIDAY, 29th MAY, 1926, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 30th April, 1926.
The TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 24th MAY, to MONDAY, 31st MAY, 1926, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers. 3578
Hong Kong, 18th May, 1926.

HONGKONG JOCKEY CLUB.

A MEETING of MEMBERS will be held in the Jockey Club Room, Hong Kong Club Annex, on FRIDAY, 21st MAY, 1926, at 5 p.m., for the purpose of discussing the Method of acquiring Subscription Grants for Next Season. The Attendance of all Members interested is requested.

By Order,
C. B. BROWN,
Secretary.

3575]

PALACE HOTEL.

BILLIARD HANDICAP.

A BILLIARD HANDICAP, 250 Up will be held at the PALACE HOTEL, Kowloon, SILVER CUPS will be presented for the First, Second and Third Prizes, and a Special Prize for the Highest Break.

Entrance Fee—\$3.00.
Entries CLOSE on MAY 23rd. 3573]

GRAND CHARITY FOOTBALL MATCH

IN AID OF THE
MINISTERING CHILDREN'S LEAGUE.

UNITED SERVICES

SOUTH CHINA ATHLETIC ASSOCIATION.

19th MAY, 1926.

Kick Off at 5.15 p.m.

PRICES OF ADMISSION.—

COVERED STAND ... ONE DOLLAR.
OPEN STAND ... FIFTY CENTS. 3570]

HANLING HUNT STEEPCHASES.

WHITSUNTIME MEETING.

MONDAY, 24th MAY, 1926.
RIDDING HILL ... 2.30 p.m.
FIRE RACE ... 3.00 p.m.
ENTRANCE TO ENCLOSURE AND COVERED STANDS ... \$1.50 PER HEAD.

MOTOR CARS can be PARKED on the RAIL opposite the GRAND STAND \$5 Per Car.

SPECIAL EXPRESS TRAIN to the Races Leaves Kowloon at 1.15 p.m.
RETURN SPECIAL EXPRESS TRAIN Leaves FANLING STATION at 5.55 p.m.
REFRESHMENTS will be Catered for by The B.I.T.

HONGKONG JOCKEY CLUB.

DRAFT PROGRAMMES and ENTRY FORMS for the THIRD EXTRA RACE MEETING to be held on SATURDAY, 5th JUNE, 1926 (weather permitting), may be obtained at the Race Course, Hong Kong Club and CAVERLEY BAY STAMES.
ENTRIES will CLOSE at 12 o'clock Noon on SATURDAY, 22nd MAY, 1926. 3565]

NOTICE.

NOTICE IS HEREBY GIVEN that I shall not be responsible for any DEBTS contracted by my wife MORA LEE LOUBEIRO residing at No. 330, BAYVIEW ROAD (1st floor), Kowloon.
Dated the 14th May, 1926.

WALTER LOUBETRO, 3572]

INTIMATIONS.

HONGKONG & TERRITORIAL ESTATES, LIMITED.

THE SECOND ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, "St. George's" Building, No. 6, Connaught Road, on THURSDAY, the 20th MAY, 1926, at 11 o'clock a.m. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the period ended 31st December, 1925, and electing a Consulting Committee and Auditors.
The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, the 11th MAY, 1926, until THURSDAY, the 20th MAY, 1926, both days inclusive.

SHEWAN, TOMES & CO.,
General Managers.
Hong Kong, 10th May, 1926. 3542]

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-THIRD ORDINARY YEARLY MEETING of the Society will be held at the Head Office, Union Buildings, Hong Kong, on FRIDAY, 29th MAY, 1926, at 11 o'clock a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Society will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, May, 3rd 1926. 3519]

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the SIXTIETH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Buildings, Hong Kong, on FRIDAY, 29th MAY, 1926, at 11.15 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, May 3rd, 1926. 3520]

THE CHINA FIRE INSURANCE COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the FIFTY-SEVENTH ORDINARY YEARLY MEETING of the Company will be held at its Head Office, Union Buildings, Hong Kong, on FRIDAY, 29th MAY, 1926, at 11.30 a.m. for the purpose of receiving the Report of the Directors and the Statement of Accounts to 31st December, 1925, and of declaring Dividends, etc.
The TRANSFER BOOKS of the Company will be CLOSED from MAY 12th to MAY 28th, both days inclusive.

By Order of the Board,
PAUL LAUDER,
General Manager.
Hong Kong, May 3rd, 1926. 3521]

SAFE DEPOSIT VAULTS.

THE BANQUE DE L'INDOCHINE beg to inform All Interested in SAFE DEPOSIT, that they have actually in their New Building, 5, QUEEN'S ROAD, SAFE DEPOSIT BOXES at the Yearly Rate of \$8 for the Small Size and \$12 for the Large Size. Please Apply to The CASHIER. 3572]

TO LET.

COMFORTABLY FURNISHED ROOMS with Private Bathroom and Private Verandah TO LET with Good Board at the SUIPOO BARS, WHEAT-STR. HOUSES on one of the Best Beaches and next to the MAINLAND GOLF COURSE. Special Rates for a Stay of More Than One Month.—Apply Mrs. NIVEN, WHEAT-STR. 3572]

TO LET.—In WHEAT-STR. from JUNE to OCTOBER. FURNISHED HOUSE having Four Large and Three Small Rooms, etc. Tennis Court, and Nice Garden. Splendid Situation.—Apply Box 3571, c/o Hong Kong Daily Press. 3571]

TO LET.

A 4-Roomed FLAT in CARRARON BUILDING, Kowloon.—Apply to HUMPHREYS ESTATE & FINANCE CO., LTD., Alexander Building. 3543]

PREMISES TO LET in the DAIRY FARM BUILDING, PATERSON STREET, East Point, Floor Area: 5,235 Sq. Ft. Height: 20.40 Ft. Make Excellent Godown. For further particulars apply to the Secretary, THE DAIRY FARM, ICE & CO. STORAGE CO., LTD. 3568]

HOUSE, Mid-Level also One between CATHOLIC CATHEDRAL and St. Paul's. Mortgage arranged on Architect's valuation. HOUSE, FLATS and BUILDING LOTS. Negotiated. SMALL INVESTORS. Tel. 4590. 3569]

INTIMATIONS.

THE SPIRIT OF THE SEAS.

From the great blue deep came forth the Empire, boundless and free. Across the wide waters of all the seas unceasingly pass men and ships, binding more tightly the common bonds of a noble heritage. Not least amongst these ties is

DEWAR'S

DEWAR'S "WHITE LABEL" AND "VICTORIA VAT" FINEST OLD SCOTCH WHISKY.

As supplied to the Houses of Lords and Commons.

By Royal Appointment to His Majesty The King.

SOLE AGENTS:

A. S. WATSON & CO., LTD.

50

Hong Kong Office: 14, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, MAY 19TH, 1926.

GOVERNMENT CONTROL.

THE case for the continuance of rent control, as it is presented by the Hong Kong Tenants' Protective Association in their petition to the Government, appears to us to be particularly weak. It is only when a shortage brought about by abnormal conditions may lead to exploitation that the Government are justified in interfering with matters of this kind. Otherwise it is far better from every point of view, and fairer for all concerned, to allow prices to be regulated by the ordinary laws of supply and demand. The Tenants' Association ought to have shown that there are not enough houses to go round. They do nothing of the kind. They simply point to the congestion of the central business districts—an unsatisfactory condition of our commercial life which will be perpetuated by artificial rent restrictions—and suggest that removal from the locality where good-will has been built up, will mean serious loss of custom. Such arguments could be advanced with equal force by Tenants' Associations in any City of the world, but they would not be listened to for a moment. The problematical loss of custom has to be set against the certainty of saving in overhead charges and the time comes in every business when the owner must decide whether it is in his interest to stay where he is or to move to other quarters.

The great need in Hongkong is for business interests to spread out a little more. At present we are all on the top of one another and yet a little further afield are areas waiting development. What inducement, however, is there for the builder to develop these areas in competition with a Rents Ordinance? The Tenants' Association admit that there are houses even now at low rentals in outlying districts which are empty. That seems to give their whole case away. Those houses will probably remain empty much longer than they would do if people could not, under protection of the Government, remain secure in possession of their accommodation in the centre of the City. And why should the Government give an advantage to occupiers at the expense of others less fortunately placed if it can be shown, as apparently it can, that somewhere or another, there are sufficient houses to meet all needs. Surely in the circumstances, it would be wiser to allow rents to find their own levels. The free competition between district and district, accompanied by building activity, should prevent rents soaring.

The Tenants' Association touch upon a more difficult problem when they speak of the lack of transport facilities, but here again the existence of a Rents Ordinance hampers rather than helps any practical progress being made towards its solution. Transport Companies will soon provide facilities for getting people backwards and forwards to town if there seems to be any prospect of establishing their services on a sound commercial basis. Should there be first of all a population sufficiently large to enable Transport Companies to work at a profit or should the Transport Companies introduce special services in order to attract people to live farther out? The Canadian Pacific Railway adopted the latter policy with wonderful success but it is, perhaps, a little too much to expect tram and bus companies to follow this bold example. It must be shown, at any rate, that people are willing and ready to live away from the central districts before the Transport Companies make a move, but the Tenants' Association urge that conditions should be maintained for enabling people to stay where they are and at the same time ask that cheap and speedy transport should be encouraged.

The Eastern Extension Cable Company announce that owing to faulty cable connection, telegrams to and from Shanghai and beyond are subject to delay.

The annual athletic sports of the Wah Yan College are being held on the Hong Kong Football Club ground at Happy Valley this afternoon, commencing at 1 p.m. Prizes will be distributed at 5.30 p.m. by Mr. A. E. Wood, the Director of Education.

The forthcoming weddings are announced of Mr. Cheah Kong Sang, medical practitioner on the a.s. a.s. a.s. and Miss Lily Louise Tan Tze Soon, of 11, Babington Path; Mr. Lai Tze Kei, merchant, of 347, Portland Street, and Miss Wong Ding Tong, teacher, of 26, Jordan Road.

A meeting of the Sanitary Board was held yesterday. Those present were Mr. N. L. Smith (the President), Dr. W. V. M. Koch, Dr. W. Pearce, Dr. S. W. Tso, the Hon. Mr. H. T. Creasy (Director of Public Works), Mr. Wong Kwong Tin, Dr. A. G. M. Severn, and Mr. R. A. D. Forrest (Secretary).

During the week ended May 15th there were two fatal Chinese cases of small-pox, three cases of diphtheria, one British, one Portuguese and one Chinese of which one proved fatal, one case of enteric fever and one case of influenza reported. During the 24 hours ended May 17th there were two further Chinese cases of small-pox.

The case against Chen Cheung, a partner in the firm of Fook Hing Fing Kee, on charges of embezzlement of the firm's monies, was withdrawn at the Central Magistracy yesterday, when it was stated that one of the other partners, at whose instance the indictments were instituted had left the Colony. Mr. L. D. Turner was for the prosecution, and Mr. E. S. C. Brooks for the defence.

A motor-truck overturned at the corner on the Tsai Wan Road, near Laichikok Prison on Monday. Four men, who were riding in it, were injured and were removed to the Kwong Wah Hospital.

The pupils of Miss Violet Capell will give a dancing display at the Theatre Royal on Saturday, June 5th, and there will be a matinee performance on the following Wednesday, June 9th. The display is under the patronage of H.E. the Governor and part of the proceeds will be given to the London Hospital. Altogether some eighty children will take part ranging in age from four years upwards.

Mail from Home will arrive every day from to-day until Saturday. To-day the s.s. President-Madison is due with Home and European mail via Siberia, in addition to letters and papers from U.S.A., Canada, Japan and Shanghai; tomorrow the R.M.S. Empress of Russia will arrive with letters from London, of April 17th, via Canada, and will also bring mail from Canada, U.S.A., Japan and Shanghai; on Friday letters from the United Kingdom, dated April 22nd, via Negapatam, should arrive by the Fook Sang, and on Saturday the papers from Home of the same date should come by the s.s. Hellenophon.

THROUGH SHOT AND SHELL. LANTERN SLIDE LECTURE BY REV. G. E. S. UPSDELL.

Under the auspices of the local branch of the Navy League, a lantern slide lecture was given by the Rev. G. E. S. Upsdell at the Central British School last evening.

The chair was taken by Mr. W. A. Dowley, Vice-President of the local Branch of the Navy League, who introduced the lecturer and proposed a vote of thanks to him at the conclusion of an interesting two hours' entertainment.

THE LECTURE.
The Rev. G. E. S. Upsdell prefaced his remarks by reminding his audience that the prosperity of Hongkong depended upon its ocean trade; and its merchant princes relied upon the freedom of the seas to freights and passenger vessels. This safety was enjoyed solely on account of the British Navy, which had swept the pirates from the trade routes.

The lecturer said that whilst Nelson begins the roll of Britain's heroes, much as Napoleon, his great opponent, fills the stage from the French point of view, it must not be forgotten that long before the day when the man who gave the message to his sailors that England expected every man to do his duty, there lived seafaring herps who lived gave their blood and genius to further England's greatness.

Next Mr. Upsdell dwelt on the tragic execution of Admiral Byng, who had been convicted of cowardice before the French—many historians, saying that he was wrongly convicted for an error of judgment. At any rate, a seaman, who witnessed the execution, turned away with tears in his eyes and exclaimed: "There lies the bravest and best officer in the navy." The following year, on September 29th, 1758, Nelson was born. A number of pictures were then shown depicting the youth of Nelson, his narrow escape from a bear when a midshipman on H.M.S. *Coreus*; his service under Lord Hood as captain of the frigate *Albemarle*, down to the outbreak in France, in 1793, when Nelson was gazetted Captain of H.M.S. *Agamemnon*. He participated with Lord Hood's fleet in the blockade and ultimate capture of the French fleet at Toulon, after which he was sent to Naples with despatches. Here he met the famous Lady Hamilton, whose future life had so much to do with that of the naval hero. By easy stages the lecturer and lantern slides took one down to the battle of St. Vincent, in which an exciting boarding incident was brought vividly before the audience.

NAPOLEON'S AMBITIONS.
The ambitions of the quiet French Emperor, with his Sphinx-like face were fully dealt with by Mr. Upsdell, accompanied by appropriate slides emphasising the stirring days of that period.

After dwelling upon Napoleon's determination to conquer, and his musing of troops at Boulogne, the lecturer remarked that doubtless those present would be amused to see a reproduction of a medal struck by Napoleon to commemorate the invasion of England. It bears beneath the group on the reverse, the French words "Frappée à Londres" (struck in London). The following picture showed many of the projects made by the French for the invasion of England, including the employment of balloons and the use of the Channel tunnel.

Then followed a résumé of the period from May 18th, 1803, when Nelson hoisted his flag on H.M.S. *Victory* until his death, the main incidents being thrown on the screen.

REFUSE DESTRUCTION. DR. KOCH ADVOCATES INCINERATORS.

COMMITTEES APPOINTED.

At a meeting of the Sanitary Board yesterday, Dr. Koch raised again the question of providing incinerators for destruction of refuse in the Colony. He held that not only would it be an advance in sanitation, but also that it would in the long run be economical.

It was stated by the Director of Public Works that the Government had discussed the matter at the beginning of the year and that officials had been delegated to investigate the feasibility of having incinerators in Hongkong.

Dr. W. V. M. Koch, pursuant to notice, moved:—

"That this Board appoint a small committee to enquire into and report on the question of Refuse Destruction and the possibility of its adoption in this Colony."

A HARDY ANNUAL.

Dr. Koch said that the matter of refuse destruction in the Colony was one of the annual things, which had for some time past been brought before the Board. It had been turned down several times, but that was no reason why the matter should be considered again.

There was no doubt that the dumping of rubbish in the sea was fairly easy and if it was dumped at a certain distance out it should not return. But they knew that it did return to the bathing beaches of the Colony. Apparently the men on the launches did not trouble where they dumped it when they were not under European supervision.

ECONOMICAL.

If refuse destructors were used, they would be helpful for other work on the island and could be utilised in a variety of ways. This would make them economical. They would, of course, have to consider the costs of installing incinerators, but he felt that in a matter of public health, the authorities should not take the question of costs so much into consideration. Their present fleet of barges could be disposed of. If the system he advocated were adopted it would be ultimately a great saving to the Colony. After a few years the expenses would be very small.

He had been informed that the use of these destructors in Malaya, British Guiana, and Trinidad, were very successful. Many years ago he had charge of a hospital in Trinidad, and the rubbish was destroyed by incineration. The ashes were used for manuring the grass on which the horses, used for the ambulance, were fed.—(Laughter)

He felt that plans should be submitted for the examination of the Government. If the Government was not in favour of the project, then the whole matter would drop.

Concluding, Dr. Koch suggested that the President of the Board, the Director of Public Works, Dr. Macgown, and himself constitute a committee to look into the matter.

GOVERNMENT'S INVESTIGATIONS.
The Hon. Mr. H. T. Creasy (the Director of Public Works) said that the matter had been discussed by the Government, and investigations were being carried out as to the feasibility of securing refuse destructors in the Colony. The Government were going very closely into the question, instructions having been given concerning it at the beginning of the year.

The President said that he was aware that such enquiries were being made, but he saw no objection to having a duplicate set of enquiries made by the Board.

Dr. Koch said that the Board was interested in the matter as it concerned public health. He felt that the Board should make its own enquiries.

Dr. Tso seconded and the motion was carried unanimously.

"THE TEN COMMANDMENTS." FULL HOUSES AT QUEEN'S THEATRE.

Full houses at all four performances saw the first showing at the Queen's Theatre yesterday of what is undoubtedly one of the greatest and best staged productions by Cecil B. de Mille for Paramount, namely "The Ten Commandments."

The film does not belie what has already been written in advance regarding it. The story it depicts is of absorbing, intense and gripping interest throughout. In the first part the story of the Children of Israel in bondage and suffering under the oppression and tyranny of Pharaoh is portrayed in some magnificently staged scenes; while those showing the Israelites crossing the Red Sea, the crashing of the waters on Pharaoh's hosts who pursued them, the receiving of the Ten Commandments, by Moses, and his breaking of the Tablets of Stone when he discovers the Israelites worshipping the Golden Calf are all marvellous efforts in photography, creating an effort which leaves nothing to be desired.

In the second part of the film, the modern story of the two brothers living lives as wide as the poles apart, in their own way and according to their own principles, is acted with splendid realism and faithfulness.

"The Ten Commandments," is altogether a well produced screen story which should on no account be missed. No fewer than 5,000 people participate in it, and the principal parts are in very capable hands.

The picture will run until Saturday at the Queen's and will be shown four times daily at 2.30, 4.00, 7.15 and 9.30. In view of the heavy demand for seats early booking is advised.

STRIKE AFTERMATH.

THE COST OF THE GENERAL STOPPAGE.

MINERS TO ACCEPT RUSSIAN MONEY.

[BRITISH WIRELESS SERVICE.]

Reuter, May 17th.

Sir James Martin, President of the London Chamber of Commerce, has addressed the following letter to the Premier:—"On the return to normal conditions, I am impelled, on behalf of 60,000 business firms and companies represented on the Council of this Chamber, to express to you and other members of the Government, the keen appreciation and admiration which is felt by all at the manner in which the Government, have functioned during the past critical days in maintaining the vital services of the country and safeguarding the food supplies of the people. I feel confident that your appeal for the spirit of goodwill in industry, will not fail to meet with a ready response."

[THROUGH REUTER'S AGENCY.]

COST OF THE STRIKE.

London, May 17th.

In the House of Commons, answering questions, Mr. Winston Churchill anticipated that the direct Government net expenditure as a result of the strike would not exceed £750,000 and maybe less. The direct Government expenditure would probably not be large while there would be countervailing receipts. Moreover, the strike had resulted in saving of normal expenditure in some cases, as for example, practice flying and also Woolwich Arsenal. As regards revenue there were increased customs clearances before the strike to offset against the reduction of the strike period. The effect upon direct taxation would mainly appear in next year's estimates and any loss of profits would be made up by increased trade activity in the interval. Assuming that the coal stoppage was not prolonged he did not anticipate any appreciable disturbance of revenue for the current year, and saw no reason at present to propose additional taxation. (Cheers.)

Mr. F. A. Macquisten interposed: "Isn't this the cheapest attempt at revolution that there has ever been?" (Laughter.)

[BRITISH WIRELESS SERVICE.]

THE LOSS IN WAGES.

Reuter, May 17th.

Mr. H. B. Bellerston, Under Secretary for Labour, stated in the House of Commons, that it had not yet been possible to collect the material for making even an approximate estimate of the amount lost in wages in Great Britain during the general strike, but it was clear that the amount would run into many millions. Enquiries in London shopping centres to-day, showed that a rapid recovery in business is anticipated. Indeed to-day, shops seemed more busy than ordinarily, although, of course, arrears of buying would account partly for this.

[THROUGH REUTER'S AGENCY.]

STRIKE LEADER'S CONFESSION.

London, May 17th.

Mr. C. T. Cramp, the Industrial General Secretary of the National Union of Railwaymen, speaking at Plymouth, said the strike had probably cost the Union nearly £1,000,000 and the companies £2,500,000. He added that he did not believe that a general industrial strike could ever be carried out effectively, because if it was carried to a logical conclusion they starved and paralyzed themselves as well as everybody else. The Railway Unions had saved their lives by their action regarding the agreement but possibly some Unions and workers in some industries would find it most difficult to return to pre-strike conditions.

RUSSIAN MONEY FOR MINERS.

Referring to a report that the Miners' Federation has received a cablegram from the Russian Miners' Congress offering a first instalment of £350,000 collected by Russian Unions to assist the wives and families of British miners, Mr. A. J. Cook said he had appealed for funds to relieve distress from anywhere and anybody, and he would certainly be pleased to accept money from Russian mine workers.

APPEAL FOR HELP.

The Miners' Federation has appealed to "all those desiring peace in the mining industry to prove their sincerity by helping us to relieve suffering and thus create a good spirit among the mining community." They say that one million miners are locked out and thus 3,000,000 human beings are suffering. "We want peace in our industry and will work for a speedy and satisfactory settlement to ensure that once again Britain's basic industry will be running harmoniously."

[BRITISH WIRELESS SERVICE.]

OTHER ITEMS BY WIRELESS.

Reuter, May 17th.

Reports continue to come to hand of industries having been maintained during the general strike. In the west of England woollen industry there was no cessation of work, whilst in the Nottingham textile trade there was little modification in output. Production in the machine tool trades has been quite unaffected. Manufacturers of cast iron hollow-ware have kept their factories at work and other Birmingham industries are resuming with the utmost rapidity. All the above industries are in a position to execute export orders without delay.

THE SOCIAL SEASON.

During the last few days hundreds of cablegrams have been received from overseas visitors, who are on the point of sailing for Europe, asking if the social season was likely to be affected by the strike. They may be assured that from now onwards nearly all the season's principal events will take place. Indeed, if the coal strike is ended quickly, the season should run its normal course.

BUOYANT STOCK MARKET.

Stock markets opened to-day with a buoyant tone. There was a substantial increase in business and services rose sharply in several sections. Following a slight reaction about mid-day, the tone became stronger.

To-day was making up day, and it is remarkable that making-up prices generally record an appreciable advance compared with the prices which ruled on the last making-up day, a fortnight ago on the eve of the general strike.

Opinion is generally expressed in financial circles that the industrial atmosphere has been cleared by the defeat of direct action and that the movement in sound British securities will come in for much more attention in consequence.

[THROUGH REUTER'S AGENCY.]

AMUNDSEN'S ADVENTURES.

THE "NORGE'S" BATTLE WITH GALES AND SNOW.

Rome, May 17th.

An idea of the "Norge's" battle with gale, snow and fog is given in Captain Nobile's radiogram to Signor Mussolini from Nome, reporting that after a successful negotiation of the first stage difficulties began to arise over Point Barrow owing to a dangerous deposit of ice accumulating on the metal parts of the airship. From there to Teller there was considerable trouble, necessitating the "Norge" to deviate from her course in the neighbourhood of the Behring Straits through strong winds and dense fog. The airship was finally buffeted by blizzards as it approached Nome but profited by a lull to effect a landing. It covered 3,000 miles from Spitzbergen in 71 hours.

"NORGE" FILMS.

Norw., May 18th.

Two cinematograph operators who had aeroplaned from Teller where they filmed the dismantling of the "Norge" say the dirigible resembled a mass of wreckage in deflated form. The airship will be shipped to America in a fortnight. In the meanwhile the films are being rushed to America by train and steamer.

THE DANISH FLIGHT.

LIEUT. HERSCHEND'S SLOW PROGRESS.

Bushirk, May 17th.

The Danish aviator, Herschend arrived from Bunderabbas yesterday and departed for Baghdad to-day.

ARRIVAL AT BAGHDAD.

COPENHAGEN, May 18th.

A message from Baghdad states that Lieut. Herschend has arrived there.

STRUGGLE IN MINE.

COAL STEALERS ARRESTED BY THE POLICE.

London, May 18th.

A desperate underground fight in pitch darkness occurred early this morning in a lonely colliery at Aberthaw when police found fifty unemployed miners stealing coal from the face of the mine. Two of the miners saw the police and raised the alarm.

The police rushed in and a terrific struggle ensued. After a long and exhausting struggle in mud and water the police arrested eight of the men, and recovered 62 bags of coal.

FLOODS IN ITALY.

CONSIDERABLE DAMAGE IN VARIOUS DISTRICTS.

Rome, May 18th.

Severe floods have occurred in various parts of Italy. Three bodies have been recovered from the Adige at Verona. A considerable area is inundated. Several landslides have occurred, and many roads are impassable.

The Po overflowed its banks, completely isolating three districts at Brescia. An avalanche of snow at Adamello, at a height of 6,000 feet, overwhelmed a party of workers. Only two bodies have been recovered.

LEAGUE OF NATIONS.

VISCOUNT CECIL'S SCHEME FAVOURED.

Geneva, May 17th.

The Committee on the composition of the Council of the League has adopted by 11 votes to 4 Viscount Cecil's proposal that the non-permanent members number nine, one-third of whom are to be elected annually, whilst the retiring members cannot be re-elected for three years.

The minority consisted of Spain, Brazil, Argentina and Uruguay.

After discussion, the conciliatory formula submitted by Viscount Cecil was inserted in the report to the Council, declaring that the Committee attached the greatest importance to the awarding of three non-permanent seats to Latin America, and mentioning that the Chinese delegate urged that two seats should be assigned to Asia. The report to the Council was unanimously adopted.

The Committee adjourned the second reading of the regulation relating to the election of non-permanent members, also the question of the increase of the number of permanent members, to June 25th.

FRENCH DEBT TO BRITAIN.

FINANCE MINISTER CONFERS WITH MR. CHURCHILL.

London, May 17th.

M. Peret, interviewed by Reuter, said he had had a most cordial two hours' conversation with Mr. Churchill, but had not yet arrived at a formula of accord. The conversations will continue to-morrow.

M. Peret is leaving for Paris on Wednesday and it is not expected to reach a complete agreement in so short a time.

ARMS SEIZURE.

ACCIDENTAL DISCOVERY BY BOMBAY POLICE.

Bombay, May 17th.

A raid upon a private house in the course of an investigation for theft, led to the accidental discovery of a quantity of arms and 3,000 rounds of ammunition. Two arrests have been made, including a licensed repairer of arms.

SWEDEN'S CROWN PRINCE.

STARTS TOUR OF AMERICAN AND THE EAST.

Gothenburg, May 17th.

The Crown Prince and Princess of Sweden, attended by a suite of six, have embarked for America where they will stay for six months and visit many Swedish settlements. After this they will visit China, Japan and India before returning to Sweden in February.

BEGUM OF BHOPAL.

ABDICATES IN FAVOUR OF HER SON.

Simla, May 17th.

It is officially announced that the Begum of Bhopal has abdicated in favour of her son, Hamidullah Khan, whom His Majesty's Government has recognised as the ruler of Bhopal.

THE HOME DERBY.

PROBABLE STARTERS IN THE GREAT RACE.

London, May 18th.

Probable starters in the Derby, which will be run at Epsom on June 2nd, are as follows:—

Apple Sammy	(Jellias)
Artist Glow	(James)
Bicarbonate	(G. Richards)
Booklet	(R. Jones)
Buckaway	(—)
Captain Blood	(Steve Donoghue)
Colorado	(Weston)
Comedy King	(Perryman)
Coronach	(Childs)
Finglas	(Archibald)
Friarville	(Wells)
Gainer	(Pryor)
Gay Lothario	(Thwaites)
Harpagon	(E. Elliott)
Hope	(J. Leach)
Lex	(Beary)
Macanudo	(Lane)
Masked Ruler	(Estling)
Phanarite	(Wragg)
Phanarite	(Smirke)
Roscherty	(W. Beasley)
Review Order	(H. Beasley)
Southbourne	(Dempsey)
Swift and Sure	(Brennan)

CRICKET AT HOME.

AUSTRALIANS FIRST INNINGS LEAD ON M.C.C.

County matches.

London, May 17th.

Having scored twelve runs for no wickets on Saturday, the Australians continued their innings against the M.C.C. at Lord's to-day before an attendance of ten thousand, including the Prince of Wales. After a day of most unenterprising cricket stumps were drawn with the score standing at 264 for nine wickets. The Australians thus led on the first innings, the M.C.C. team having been all out for 108.

Macarney provided the only interesting phase of the play. He scored sixty-one in delightful style, scoring brilliantly all round the wicket. Ponsford was 40 not out at the close but he had been scratching his runs together.

MACAULAY'S ELEVEN FOR 37.

Maurice Tate and Macaulay are the bowlers expected to bear the brunt of the England attack in the Test Matches, and the latter was in wonderful form against Leicester at Leeds, his eleven wickets for only thirty-seven runs laying the foundation for a Yorkshire victory by an innings and 98 runs.

The scores were:—

Leicester: 62 and 118.
Yorkshire: 295 (for eight dec.).

Leicestershire won the toss but were all out for 62, Macaulay taking six wickets for 22.

In reply Yorkshire passed the score with only one wicket down, Sutcliffe and Leyland making a fine stand, the former totalling 60 and the latter 50. Macaulay took five wickets for 15 in the Leicester second innings, the Middlesex finding him practically unplayable.

HUGO SURVEY SCORE.

P. G. H. Fender, the Surrey captain scored a century and in the Essex second innings took seven wickets for 76 runs in the course of the match at Leyton. Hobbs and Sandham made over a century for the first wicket partnership, and Surrey batting first were able to declare with a huge score of 524. Essex were defeated by an innings and forty runs, the scores being:—

Surrey: 524 (for nine wickets dec.).
Essex: 237 and 197.

Hobbs, 93, Sandham, 67, Shepherd, 93, and Fender 104, contributed to the Surrey total, while Capt. F. W. Nicholas was responsible for practically half the Essex first innings total. He scored 140 in great style, and when Essex followed on he claimed 52 of the runs scored. O'Connor made 60, and Fender took seven for seventy-six.

DERBY'S POOR SHOW.

Derbyshire put up a poor show against Lancashire at Manchester, and Lancashire although scoring only 333 in their first innings, were able to win by an innings and 214 runs.

Lancashire batted first and their innings was brightened by a Hallows century, whilst in reply Derby on neither occasion reached one hundred, the scores being:—

Lancashire: 353.
Derby: 59 and 80.

Hallows played cleverly for 110 in the Lancashire innings, and his efforts were supported by Sibbles who scored 64. Parkin took four wickets for 25 in the Derby first innings, and four wickets for 20 in their second.

NEWMAN'S WONDERFUL BOWLING.

The Northampton match where Hampshire were the visitors was productive of excellent bowling feats by both Newman, who took in all eleven wickets for 31 runs, and Boyce.

Hampshire won by an innings and seventy-nine runs, the scores being:—
Hampshire: 204.
Northants: 60 and 72.

V. W. C. Jupp took five Hampshire wickets at a cost of 79 runs, while in the Northants first innings Boyce took six wickets for 17, and Newman three wickets for one run. Newman took eight wickets for 30 in the second innings.

DAVIS CUP TENNIS.

SWEDEN ELIMINATES SWITZERLAND.

Malmö, May 15th.

In the second round of the Davis Cup Sweden beat Switzerland by 3 to 2 matches.

WALKER CUP GOLF.

O.C.G.S. AVENGE SUNDAY'S DEFEAT.

London, May 17th.

The Oxford and Cambridge Golfing Society lost no time in avenging their defeat by the American Walker Cup team yesterday. In a return match at Lytton to-day, they won by three matches to two in foursomes. The British team included six Walker Cup nominees. The great feature of the play of the visitors was their accurate putting.

The games resulted:—

O. AND C.

R. Wethered and C. Tolley 0
Gillies and C.V.L. Hooman (1 hole) 1-0

J. B. Beck and Powell 1-0
Ellison and E. F. Story (3 & 2) 1-1
W. L. Hope and Born (3 & 2) 1-3

AMERICAN.

F. Quimet and J. Guildford (1 hole) 1-0
Sweetser and Mackenzie 0-1
R. Jones and Watts Gunn (3 & 3) 1-1
Von Elm and Gardner 0-0
Standish and Waldo 0-2

A CLASHING DRAW.

LATER.

A feature of the British amateur golf draw is the number of clashing amongst the 27 American competitors, which occur should the latter win the first and second rounds, the most notable being that the winner of Von Elm & Quimet in the first round opposes Sweetser.

Jones and Gardner clash in the third round, and Evans and Standish in the fourth.

The 216 entries include Australia, New Zealand, Canada, India, France, Holland and Switzerland.

THE POLISH REVOLT.

OPPOSITION AGAINST PILSUDSKI BEING ORGANISED.

Berlin, May 17th.

General Pilsudski's difficulties are not yet ended according to newspapers, which are reporting ferment in Posen from which a large number of troops left for Warsaw. It is stated that General Heller has supported the leading Polish refugee members of parliament and is determined to take up the fight against General Pilsudski and the new Government.

COPENHAGEN, May 17th.

It is reported that the Danish and British Legations at Warsaw were seriously damaged by cannon and rifle fire, that flags were perforated and that communication with other neighbourhoods was cut off for three days. Over sixty projectiles were picked up in the Danish Legation.

THE ECONOMY BILL.

PASSES THROUGH HOUSE OF LORDS.

London, May 17th.

The House of Lords has agreed to the third reading of the Economy Bill.

LORD WILLINGTON.

TO BE NEXT GOVERNOR-GENERAL OF CANADA?

London, May 17th.

The Morning Post and the Daily Graphic understand that Lord Willington will succeed Lord Byng as Governor-General of Canada.

[At present Lord Willington, who was formerly Governor of the Bombay Presidency, is in China as Head of the Boxer Indemnity Commission.]

[REUTER'S AMERICAN SERVICE.]

BOMB EXPLOSION.

BANDITS DISAPPROVE OF AMERICAN JUSTICE.

Buenos Aires, May 17th.

The explosion of a bomb in front of the American Embassy, whereby some slight damage was done, is suggested to be connected with a recent denial of a new trial for two bandits named Sacco and Vanzetti who were convicted of murder in Massachusetts.

ANOTHER JUNK PIRATED.

RAIDED BY ARMED LAUNCH.

Yet another Hongkong trading junk has fallen foul of pirates, who looted it of its armament and stole money and other things belonging to the master and crew. The report of the latest piracy episode was made to the Water Police yesterday after the return of the junk to Hongkong earlier in the day.

The report of the master was to the effect that he and his crew of six, consisting of one man and five women left Hongkong in their junk of 100 piculs capacity on April 3rd, with a cargo of kerosene oil for the Heungshan district. After calling at various places on the coast, the junk arrived at its destination on April 25th, where it remained for a few days while payment was collected for the kerosene. About May 10th Wong Kok was reached, where several small Chinese gunboats and armed launches were seen. One of these launches came alongside the junk and took away all the weapons on board, such as a small cannon, rifles and revolvers. The sum of \$108, and other articles, was also stolen and the junk was then released.

The master of the boat then proceeded to Sze Kiu, in the Pun U district, where a cargo of bricks for Hongkong was taken on board. The junk, as stated, arrived back in Hongkong yesterday.

ALLEGATIONS AGAINST POLICE.

EUROPEAN MOTORIST'S OFFENCES.

C.S.P. AS PROSECUTOR.

The Hon. Mr. E. D. C. Wolfe (Captain Superintendent of Police) prosecuted in two traffic cases, at the Central Magistracy yesterday, in which two Europeans were concerned.

Mr. A. J. Wheldon, of the P.W.D., was summoned for allowing his car to cause an obstruction in Queen's Road Central on May 9th. He admitted the charge.

Mr. Wolfe said that he did not quite understand the mentality of defendant, as he had no less than seven previous convictions against him for breaches of the traffic regulations. The defendant had complained to him that the police were "down" on him, and he had laid a definite charge against one police officer of persecution. He (Mr. Wolfe) had asked the defendant to prove his allegations, and three weeks ago, he said that he could produce a witness. He had not done so. Defendant had also said that he was sick and tired of being prosecuted and was going to give up driving. He had alleged that the police were leading him a dog's life, but he had given them no assistance to find out the truth.

Defendant said that he had given up his licence and was not going to drive in the Colony again.

Mr. Wolfe said he would not press for confiscation of licence, as it would affect his work.

A fine of \$10 was imposed.

THE COLONY'S TRAFFIC.

Mr. W. J. Stanton was summoned for passing a moving vehicle on the wrong side of the road. Defendant said he was prepared to plead guilty, but had no recollection of the offence.

Mr. Wolfe said that he did not particularly want to press the case, but he thought that the traffic of the Colony had reached a stage where something should be done in offences of this kind. The defendant had been previously fined for a breach of the traffic regulations. A fine of \$20 was imposed.

WAR ON CLERGY.

MEXICAN ALLEGATIONS REFUTED BY PAPAL NUNCIO.

Mexico City, May 17th.

The Papal Nuncio of Mexico, the Right Rev. George Carua, who was recently ordered to be expelled from the country for alleged contravention of clauses of the Constitution dealing with foreign ministers, where he expects to receive instruction from Rome.

The Rev. Carua, who is a naturalised American, has issued a statement denying the charges of the Mexican Government, adding that he has notified the American Ambassador of his predicament and the Ambassador has forwarded his statement to Washington.

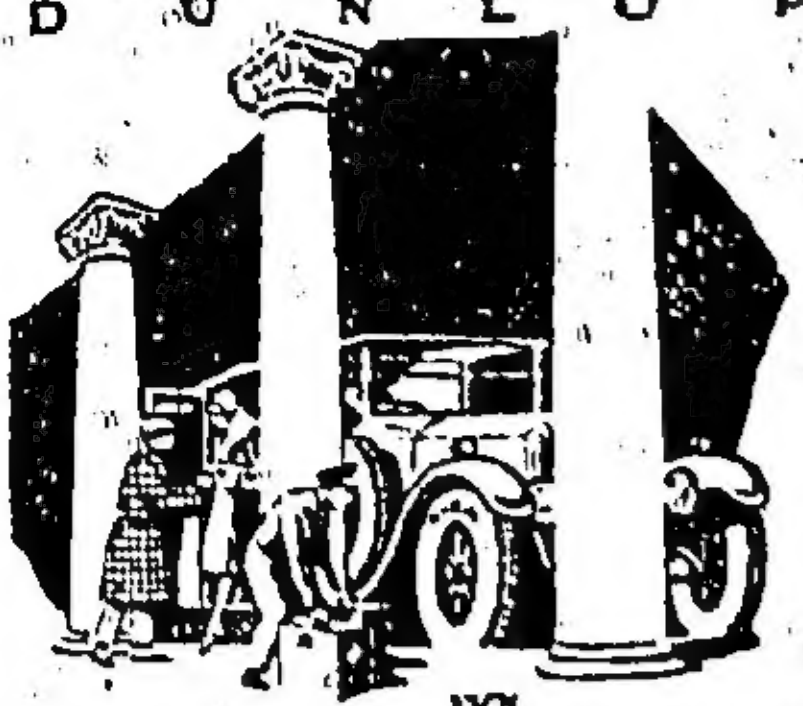
REVOLT IN NICARAGUA.

REVOLUTIONARIES DEMAND CUSTOMS REVENUE.

New York, May 17th.

A message from Managua, Nicaragua, says that the revolutionary Governor of Bluefields, has called on the American Collector of Customs to hand over the Customs revenues. The Collector has refused and has requested protection against the rebels, seizing the Customs House.

English Bonds issued in 1909 have a first lien on the Customs revenues, while the Nicaraguan guaranteed bonds of 1913 are also secured by a surcharge thereon.

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[A.P.B.]

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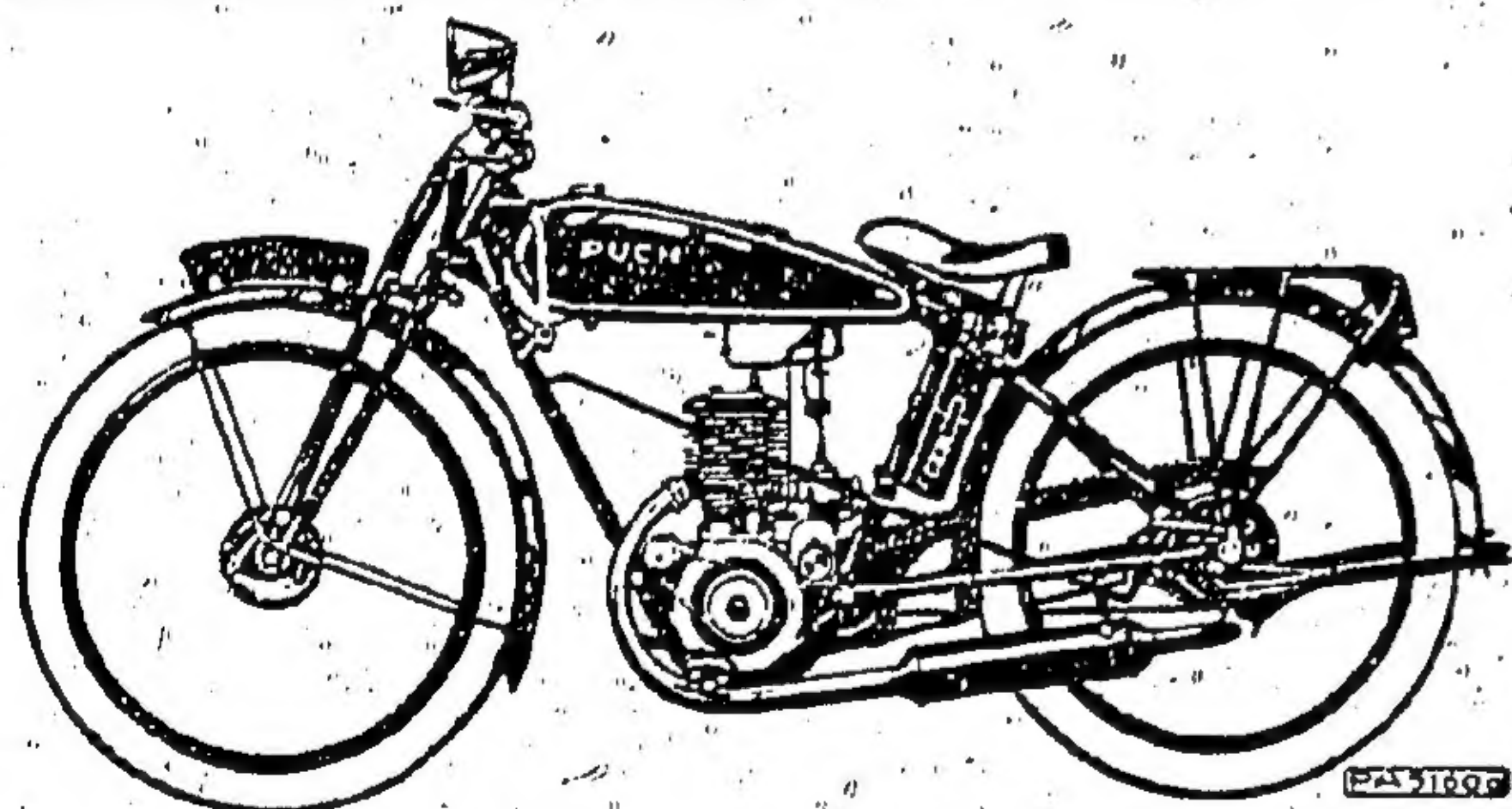
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[A.P.B.]



SOCONY
MOTOR OILS
AND
GASOLINE

Motoring Notes:

A Weekly

Review dealing with matters of interest to
all local motorists.—**The Horse Power Problem.**
The 16/60 H.P. Car.

[BY AN OWNER-DRIVER.]

It is difficult for the amateur motorist to understand why, in the advertisements of some cars, there appear two figures, of very different value, for the horse-power.

Thus one well-known English maker advertises the 16/60 h.p. car and another the 14 45 h.p. car.

The American cars, as a general rule, seem to be more powerful than British cars, if you compare the advertised horse-powers. Are they really more powerful?

The difficulty commenced with the British Treasury officials. They decided that the simplest and the fairest method of taxing motor-cars was by grading the tax according to the horse-power of the car. The existing rule is that the car owner pay £1 per h.p. per annum.

Thus a car that is rated at 11.4 h.p. pays a tax of £11.4 per annum, while a 13.9 h.p. car pays £13.9 per annum.

Before the introduction of this method of taxation a tax was levied on petrol. The theory was that the petrol-consumption was a fair indication of the amount of wear and tear caused to the roads by the car.

VARIOUS OBJECTIONS.

There was sufficient opposition to the petrol tax to cause the British Treasury to abandon it. We can imagine that the doctors, for example, felt that the tax was unfair. A country practitioner might have to motor several miles to visit one patient. It was obviously unfair to tax him at so much a mile.

There were also complications about commercial vehicles.

The only argument that appealed to the average owner driver was this. If he "tuned up" his car and so obtained the maximum fuel economy he paid less tax than the careless man who ran with dirty sparking-plugs or a badly adjusted carburettor.

If the car did not leave the garage for months the owner paid no tax over that period, for he used no petrol.

THE R.A.C.

There were arguments for and against the petrol tax. Many motorists favoured the system of taxation by weight of the car. That is the method adopted in this Colony. It seems to be very suitable to local conditions.

In Britain, however, it was decided to introduce the h.p. tax. The revenue which the tax brings in each year has exceeded the wildest hopes of the tax-collectors and it is increasing.

When the tax was first introduced it was promised that all of the revenue should go to the improvement, repair and maintenance of roads. The money came in so fast that the Government officials said that they could not spend it all. It accumulated and now some of it is to be diverted to other purposes.

The Royal Automobile Club officials were consulted by the tax-collectors concerning the best method of rating the horse power of cars.

They finally suggested a formula which has since been adopted for the calculation of the h.p. rating. It is a rough and ready method.

THE TAX FORMULA.

The Act of Parliament that defines the method of calculating the horse power for tax purposes reads as follows:—

"The horse power attributable to any cylinder of an internal combustion engine shall be deemed to be equal to the square of the internal diameter of such cylinder measured in inches divided by a numeral."

We are then informed that the numeral is 2.5.

Of course, if there are four cylinders the total horse-power of the engine is four times the horse-power of one cylinder.

Thus, suppose that we have a four cylinder car with cylinders three inches in diameter. Then the square of the diameter is nine. If we multiply nine by the number of cylinders—four—we obtain thirty-six. Now divide that by 2.5 and we have 14.4 h.p.—or tax rating £14.4 per annum.

In all probability the actual horse-power of the engine, when tested on the test bed at the works, would be nearer 50 h.p.

THE TWO FIGURES.

To return to a consideration of the advertisement of the 16/60 h.p. car. The figure 16 represents the tax h.p., i.e., you must pay £16 a year tax.

The figure 60 is the h.p. that the makers guarantee. They say "We have tested engines of this type at the works and we guarantee to show you records that such engines will develop 60 h.p."

Then why do the Treasury use a formula that gives 16 h.p. when the actual test proves that the engine can develop 60 h.p.?

First of all the Treasury wanted simplicity. The great art of taxation is to collect the money with as little cost of collection as possible.

If the Treasury had to send a revenue officer to test each particular type of engine the cost would be considerable.

It will be noticed that the only two variables in the tax formula are the number of cylinders and the diameter of the cylinder.

WHAT IS HORSE-POWER?

The term "horse-power" was first used by James Watt when he began to manufacture steam engines.

His engines replaced horses. The engines were used in the Cornish Mines to operate pumps for clearing water out of the mines. Previously horses had worked the pumps.

Watt, being cautious, gave a conservative figure. It is certain that no horse could develop one horse-power for several hours.

Watt said that a horse-power was developed when a weight of 1,000 lbs. was raised 33 feet in one minute. In other words, a horse-power is the rate of doing work. It is 33,000 ft. lbs. of work per minute.

THE REVOLUTIONS.

The horse-power that an engine develops depends, not only on the square of the diameter, of the cylinder, but on the number of revolutions per minute, the length of the stroke and the pressure in the engine cylinder.

In recent years the rate of rotation of the engine has increased a great deal. Engines now run at 4,000 revolutions per minute, or nearly 70 revolutions in a second.

It is quite impossible for any of us to realise what that means. Seventy revolutions a second is 140 strokes a second. The piston of the engine is at rest, is started on its moving path, travels down the cylinder and comes to rest, all in the fraction of time which is the one hundred and fortieth part of one second.

If the same engine runs first of all at 2,000 revolutions per minute and then at 4,000 revolutions per minute, then it develops twice as much horse-power at the higher speed.

So that the omitting of any consideration of the number of revolutions per minute is bound to make any calculations for horse-power pedantic.

Similarly with regard to the length of the stroke.

Therefore, we see that the real horse-power of the 16/60 car is 60 and that the figure 16 is simply a pedantic figure obtained by the use of a formula which has no scientific justification. Its only excuse is its simplicity.

IMPROVEMENTS.

It has, however, led to a great deal of confusion, and an English 16/60 h.p. car is as powerful as the 60 h.p. Continental or American car.

For racing purposes the cars are often graded according to the volume swept out by the piston. That includes the square of the diameter and the length of stroke. It takes no account of the number of revolutions per minute.

Nor does it include any consideration of the pressures in the cylinders.

The whole tendency of design in motor-car engines has been to increase the pressures in the cylinders and the revolutions per minute.

In other words we now have greater horse-powers for the same weight of material than was the case a few years ago.

That has been made possible because of the great improvement in the quality of the materials used in motor-car construction.

ROAD IMPROVEMENTS.

It is most disappointing to notice that the local Government has practically held up the various schemes for road improvements in this Colony which have been suggested.

No doubt the excuse that would be given if any member of the Legislative Council made enquiries would be that in these hard times the money must be saved.

It is, however, a penny wise and a pound foolish policy.

It is a policy that the local Automobile Association should attack. It is a dangerous policy.

Every month the number of motor-vehicles licensed for use in this Colony increases. The traffic most certainly does not diminish in volume.

There are places on the island where it is almost impossible for two cars to pass, and in many cases the road could be widened at very little trouble and expense.

GOOD WORK.

Incidentally a word of praise is due to the Public Works Department engineers for the common sense manner in which they have tackled the problem of road gutters.

The old type of gutter caused many a nasty jar.

What is now being done is to get a good camber on the road, with a gutter on the road level. These are much better arrangements for carrying away the surface water.

GARDEN ROAD.

The worst place in the Colony, for motor traffic, is Garden Road. The policeman on his island at the bottom does his best, but the junction is bad. It could be improved at a little sacrifice of the military land.

It must be acknowledged that the widening of the lower part of the road has resulted in a great improvement. It has, however, emphasised the desperate state of affairs at the Peak Tramway Station.

It is amazing that there are not serious accidents outside that station each week. Someday there may be a calamity and in that case the jury would be able to express a very definite opinion. It is much better to have the road improvement before there is a calamity.

THE PUBLIC INTEREST.

The property opposite the Peak Tramway Station is no doubt very valuable. But the Government of this Colony, it is believed, have the power to resume any land in the public interest and whatever the value of the land it is certainly in the public interest to resume it for the purposes of widening the road.

There is a rather foolish little island of shrubs and rocks just near the Volunteer Headquarters which occupies space that is badly needed for parking cars. Why not remove it?

The portion of Garden Road near to the Helena May and all of the upper part of the road can be easily widened. There are no buildings to be removed. Six or even ten feet off the Botanical Gardens would make a great deal of difference to the anxiety of motorists. It would make practically no difference to the area of the gardens or to the comfort of those who use the gardens.

Let us urge our good friends in the Government service to use their influence on behalf of road improvements.

THE HOUR RECORD.

The racing enthusiasts are never content to rest. They are always out to clip figures off the records.

The latest new record to be established goes to the credit of the straight-eight Panhard. Ortmans, a French driver, drove the car, which has a sleeve-valve engine.

He covered the hundred miles in just about 45 minutes 30 seconds, giving an average speed of 123.69 miles per hour.

In one hour he covered a distance of 120.21 miles, compared with his own previous record of 113.44 miles.

The car used was a standard 40-50 horse power Panhard-Levassor. The cylinder capacity is given as 6,535 cubic centimetres.

The Americans have a record of 125 miles an hour, but that was obtained on a board track. It would be of interest to know what the same car would do on an ordinary track for it is, of course, well known that a board track gives better results than the usual type of track.

Simonds' Milk Stout

You want a nice, smooth delicious drink. And you want building up—You feel run down. Well, drink **SIMONDS' MILK STOUT**. It is nourishing and invigorating.

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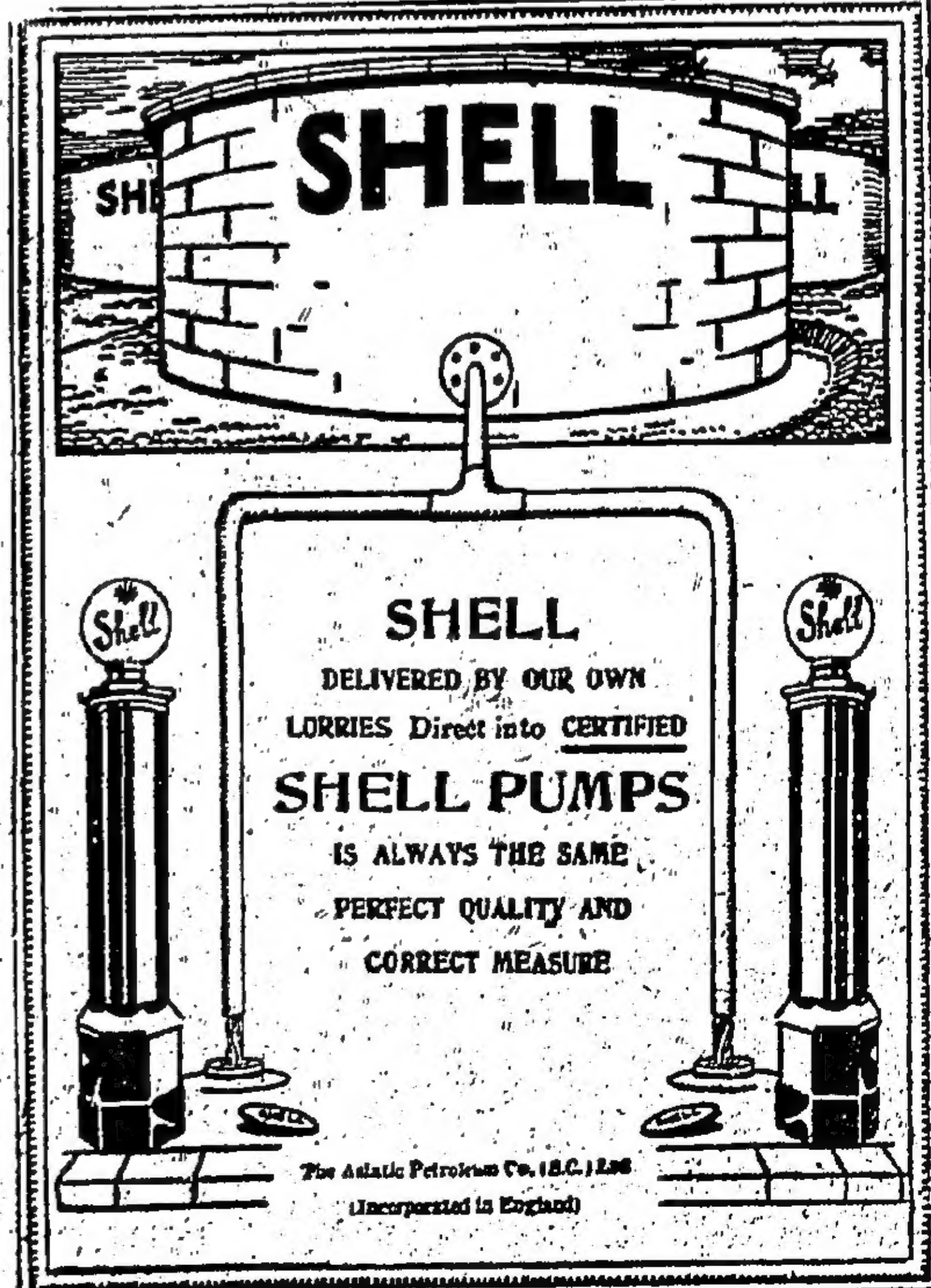
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SHIPPING NEWS.

ARRIVALS.

May 17th.
Shinsei Maru No. 1, Japanese str., 3,711 tons, Capt. T. Takase, from China, which port she left on May 11th, with a cargo of coal, lying at buoy No. B31.—Doddwell & Co.

Sun Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a cargo of fruit, lying at Luen Cheong Wharf.—Fook Hoi & Co.

Seichien, British str., 1,364 tons, Capt. R. Impley, from Shanghai and Amoy, with a general cargo, lying at buoy No. A27.—B. & S.

May 18th.
Atene, British str., 1,284 tons, Capt. G. H. Saito, from Shanghai, which port she left on May 15th, with a cargo of coal, lying at buoy No. A1.—B. & S.

Yamato Maru, Japanese str., 1,240 tons, Capt. B. Saito, from London, which port she left on April 24th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Borneo, British str., 1,297 tons, Capt. E. H. van den Berg, from Haiphong, with a general cargo, lying at buoy No. C31.—Shan Tai S.S. Co.

Hirogo Maru, Japanese str., 640 tons, Capt. T. Fukuda, from Kowloon, with a cargo of coal, lying at buoy No. B50.—M.B.R.

Kidderpore, British str., 3,331 tons, Capt. E. S. Murray, R.D., R.N.R., from Singapore, which port she left on May 12th, with a general cargo, lying at Kowloon Wharf.—Mackinnon, Mackenzie & Co.

Meriones, British str., 4,510 tons, Capt. A. Ogden, from Hankow and Shanghai, the latter port she left on May 15th, with a general cargo, lying at buoy No. A1.—B. & S.

Mechima Maru, Japanese str., 4,415 tons, Capt. Y. Masuzumi, from Singapore, which port she left on May 12th, with a general cargo, lying at Kowloon Wharf.—N.Y.K.

Taipei, British str., 2,558 tons, Capt. Andrew McIntyre, from Amoy, which port she left on April 24th, with frozen and general cargo, lying at buoy No. A1.—B. & S.

Tai Hing, Chinese str., 200 tons, Capt. Lo Shan, from Naga, with vegetable, etc., lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Tanaka Maru, Japanese str., 3,358 tons, Capt. S. Kimura, from Bombay, and Singapore, the latter port she left on May 12th, with a general cargo, lying at buoy No. A6.—N.Y.K.

Van Overstraten, Dutch str., 2,236 tons, Capt. H. Shinter, from Singapore, which port she left on May 12th, with a general cargo, lying at buoy No. A23.—J.C.L.L.

CLEARANCES.

May 18th.

Atene Maru, for Shanghai.
Fook Hoi, for Shanghai.
Gitter, for Sandakan.
Hui Hong, for Amoy.
Kingship, for Amoy.
Kidderpore, for Swatow.
Kata Hara, for Singapore.
Machima, for Haiphong.
Tai Hing, for Macassar.
Tanaka Maru, for Shanghai.
Van Overstraten, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. Atene Maru, on May 18th: Mrs. C. Bartlett, Mr. L. S. Hing, Mrs. A. A. Huiswit, Miss H. J. Huiswit, Mr. L. Y. Khean, Mr. W. H. Kui, Mr. S. T. Lee, Mr. C. Mourer, Mr. U. Sakai, Mr. W. F. Sem, Mr. and Mrs. P. R. Skeats, Mr. C. L. Trinidad, Mr. L. S. Yen, Mr. T. K. Yuet.

SHIPPING NOTES.

A notice to mariners, issued by the Customs Authorities at Tientsin, states that masters of vessels proceeding along-side wharves or pontoons where the depth of water is less than the draught of the ship, do so at their own risk. The Harbour Board reserves the right to order vessels to leave a wharf or pontoon where, owing to insufficient water for the vessel to lie alongside, it becomes an obstruction to the Fairway.

At the Marine Court yesterday, Lieutenant Commander C. F. Hole, R.N., put into effect his threat to increase the fine for boats found moored inshore within 100 yards of low of water mark. The usual penalty in such cases has been \$3. Yesterday, nine boatpeople were charged with the offence and each was fined \$5, with the alternative of five days' hard labour in default. At the same Court two boatpeople were fined \$15 each, or two weeks' hard labour in default, for failing to carry regulation lights while under way.

The Master of the s.s. Taipei (British) from Melbourne and Manila, reported to the Harbour Office yesterday that one Chinese deck passenger died during the voyage to Hongkong.

The Master of the s.s. Van Overstraten (Dutch) from Belawan Deli and Singapore, reported that during the trip there had been two births and two deaths among the Chinese deck passengers.

The total number of deck passengers entered for the twenty-four hours ended at 9 a.m. yesterday was 1,732, of which the s.s. Van Overstraten (Dutch) from Belawan Deli and Singapore carried no fewer than 1,412.

(Continued at foot of next column.)

HONGKONG SHIPPING.

Yesterday's returns showed a considerable increase of freight compared with that for the preceding twenty-four hours. The total increase was 11,893 tons. Cargo for Hongkong alone showed an increase of 12,009 tons, but there was a drop of 1,087 tons in that for ports beyond.

At 9 a.m. yesterday there were 60 vessels in the harbour, of which 29 were British. Eleven vessels arrived during the previous twenty-four hours, viz., four British, one German, two Dutch, one Swedish, one Japanese and two Chinese. The departures during the same period came to nine, viz., three British, one Japanese, one Italian, two Chinese, one Swedish and one German. They were for the following ports:—For Shanghai, one Japanese and one Swedish; for Amoy, one British; for Singapore, one Italian; for Haiphong, one Chinese; for Ningpo, one British; for Manila, one German; for Sha U Chung, one Chinese. Clearances numbered five, and were four British and one French. The last named vessel was for Kwang Chow Wan, and the four British for Manila, Bangkok, Amoy and Kobe respectively.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday.)

For Hongkong 14,740 tons.
For ports beyond 8,503
Total 23,243

(During the previous 24 hours ended at 9 a.m. on Monday.)

For Hongkong 1,340 tons.
For ports beyond 9,590
Total 11,930

Each of the British arrivals brought cargo for this port, and between them entered 2,600 tons and 1,610 tons. Of the remaining 1,470 tons, a Japanese steamer carried 5,100 tons of coal, and other steamers entered 2,500 tons of general cargo and 1,000 tons of bulk oil respectively. There were only four entries of freight for other ports, 8,000 tons being carried by a Swedish steamer, while the other 383 tons were divided between three vessels.

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:

Tai Hing (British) from Tientsin and Poochow with 2,500 tons of general cargo and mail.

Seichien (British) from Shanghai and Amoy with 400 tons of general cargo and mail.

Borneo (British) from Haiphong with 1,410 tons of general cargo and mail.

Shinsei Maru (Japanese) from Yokohama and Shanghai with 2,000 tons of general cargo and ground nuts, mail and 12 tons for ports beyond.

Van Overstraten (Dutch) from Belawan Deli and Singapore with 116 tons of general cargo and mail.

Schun (Dutch) from Balikpapan and Shanghai with 1,000 tons of general cargo.

Ceylon (Swedish) from Gothenburg and Singapore with 350 tons of general cargo and 8,000 tons for ports beyond.

Shinsei Maru No. 1 (Japanese) from Chinwangtao with 3,700 tons of coal.

Tai Hing (Chinese) from Nam Tau with 22 piculs of vegetables, etc., and 15 piculs of fish.

Sun Yik (Chinese) from Sha U Chung with miscellaneous.

Later arrivals yesterday, too late for inclusion in the above returns, were:

Meriones (British) from Hankow and Shanghai with a cargo of coal and 3,790 tons for ports beyond.

Atene (British) from Shanghai with a cargo of coal and 34 tons for ports beyond.

Kidderpore (British) from Bombay and Singapore with 222 tons of general cargo, including 50 cases of opium, mail and 5,390 tons of cotton and general cargo for ports beyond.

Lurrie (British) from New York and Manila with 300 tons of general cargo, and 2,500 tons of petroleum and alcohol for ports beyond.

Atene Maru (Japanese) from London and Singapore with 238 tons of miscellaneous cargo, mail and 1,101 tons for ports beyond.

Tanaka Maru (Japanese) from Bombay and Singapore with 276 tons of general cargo and 5,120 tons of Indian cotton, iron, rattan, etc., for ports beyond.

Hungo Maru (Japanese) from Keelung with 1,564 tons of coal and 500 cases of empty drums.

Tai Hing (Chinese) from Nam Tau with 25 piculs of vegetables and 20 piculs of fish.

SHIPPING MOVEMENTS.

The R.M.S. Empress of Russia left Shanghai on May 18th at 1 p.m., and is due at Hongkong on Thursday, May 20th, and will berth at Kowloon Wharf No. 3.

The N.D.L. s.s. Calden left Singapore on Tuesday, and is expected to arrive here on the 23rd, she will sail for Shanghai and Japan on the 24th at daylight.

It appears to have been established now that the vessel in the vicinity of Bras Bay which failed to answer the Morse signals of the s.s. Hai Hong on Sunday was a French gunboat doing patrol duty. Periodical cruises along the routes taken by vessels coming from the vicinity of Haiphong have been carried out by French warships since the pirating of the s.s. Jade.

CANADIAN PACIFIC

EMPRESS EXPRESS

QUICKEST TIME ACROSS THE PACIFIC

17 Days from Hongkong to Vancouver.

LARGEST AND FASTEST STEAMSHIPS.

Special FARES to EUROPE
£120 £112 £83

VICTORIA AND VANCOUVER

via SHANGHAI and JAPAN PORTS.

Steamers	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPRESS OF RUSSIA	May 23	May 31	June 3	June 5	June 14
EMPRESS OF AUSTRALIA	June 11	June 14	June 18	June 19	June 30
EMPRESS OF ASIA	June 24	June 27	June 30	July 3	July 13
EMPRESS OF CANADA	July 9	July 12	July 16	July 17	July 28
EMPRESS OF RUSSIA	July 22	July 25	July 29	Aug. 1	Aug. 9
EMPRESS OF AUSTRALIA	Aug. 5	Aug. 8	Aug. 12	Aug. 13	Aug. 24
EMPRESS OF ASIA	Aug. 19	Aug. 22	Aug. 26	Aug. 27	Sept. 7
EMPRESS OF CANADA	Sept. 3	Sept. 6	Sept. 10	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	Sept. 16	Sept. 19	Sept. 23	Sept. 24	Oct. 4
EMPRESS OF AUSTRALIA	Oct. 1	Oct. 4	Oct. 8	Oct. 9	Oct. 20
EMPRESS OF ASIA	Oct. 14	Oct. 17	Oct. 21	Oct. 22	Nov. 1

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai.)

HONGKONG-MANILA-HONGKONG-SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
May 20	May 22	EMPRESS RUSSIA May 23	May 25
June 18	June 19	EMPRESS ASIA June 19	June 21

Passenger Department: Tel. C. 752. Cables: GAOANPAO.
Freight and Express: Tel. C. 42. Cables: NAUTILUS.



SAILINGS SUBJECT TO ALTERATIONS.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

TENYO MARU	Monday, 31st May, at Noon
KOREA MARU	Tuesday, 15th June, at Noon
SHINYO MARU	Tuesday, 29th June, at Noon
SIBERIA MARU	Tuesday, 13th July, at Noon

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

BOKUYO MARU	Saturday, 29th May, at Noon
RAKUYO MARU	Saturday, 17th July, at Noon

MARSEILLES, LONDON & ANTWERP via Singapore & Penzance.

HABUNA MARU	Saturday, 22nd May
KAMO MARU	Saturday, 5th June
KATORI MARU	Saturday, 19th June
ATSUTA MARU	Saturday, 3rd July
KASHIMA MARU	Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.

MISSIMA MARU	Wednesday, 19th May, at 11 a.m.
TANGO MARU	Wednesday, 23rd June, at 11 a.m.
AKI MARU	Wednesday, 21st July, at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU	Tuesday, 8th June
TOYAMA MARU	Sunday, 20th June

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.

WAKASA MARU	Wednesday, 2nd June
KAWACHI MARU	Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.

GENOA MARU	Wednesday, 2nd June
SADO MARU	Wednesday, 2nd June

CALCUTTA via Singapore, Penang & Bangkok.

NAGANO MARU	Friday, 21st May
CEYLON MARU	Sunday, 30th May

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU	Friday, 21st May
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SHANGHAI, KOBE & YOKOHAMA.

TOYOOKA MARU	Wednesday, 19th May
NAGATO MARU	Thursday, 30th May
MORIOKA MARU	Tuesday, 25th May

For further information, apply to—**NIPPON YUSEN KAISHA.**
Telephone Central No. 992 993 & 9423



SERVICES CONTRACTUELS

Mail Steamers	Next Sailing from Marcellas	Pro. Arr. at Hkg. and Sailing for S'hai and Japan	Probable Sailing from Hongkong for Marcellas
AMAZONE	25th May, 1926
D'ARTAGNAN	8th June, "
ANGKOR	23rd Apr., 1926	25th May, 1926	22nd June, "
POROS	7th May, "	6th June, "	8th July, "
ANDRE LEBON	21st May, "	22nd June, "	20th July, "
PAUL LECAT	4th June, "	6th July, "	3rd Aug., "
AMBOISE	19th June, "	20th July, "	17th Aug., "

RATES OF PASSAGE MONEY TO MARSEILLES

(Including Table Wine and Free Doctor's Attendance.)
A Class 1st Class £ 85. 0d. Od. B Class 1st Class £ 83. 0d. Od.
2nd Class £ 63. 0d. Od. 2nd Class £ 60. 0d. Od.

Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "DEBENOT" from DUNKIRK, LONDON & HAVRE is due to arrive on the 23rd May.

Sailings subject to alteration without notice.
For full Particulars, apply to—**MESSAGERIES MARITIMES CO.,**
Telephone: Central 740. 3, QUEEN'S BUILDING, HONGKONG.

CONSIGNATION—TRANSHIP—REPRESENTATION

INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HONGKAY STRAITS & CALCUTTA	"MAUSANG"	Thursday, 20th May, at 7 a.m.
SHANGHAI	"HOSANG"	Thursday, 20th May, at 3 p.m.
KOBE via MOJI	"TOSANG"	Friday, 31st May, at 7 a.m.
STRAITS & CALCUTTA	"POOSANG"	Sunday, 23rd May, at 7 a.m.
TSINGTAU via SHANGHAI	"SUOSANG"	Tuesday, 25th May, at 8 p.m.
HAIPHONG via HUIHOW	"KWONGSANG"	Wednesday, 26th May, at 10 a.m.
OSAKA via SHANGHAI	"MINGSANG"	Thursday, 27th May, at 10 a.m.
MOJI & KOBE	"NAMSANG"	Saturday, 29th May, at 9 a.m.
TIENSIN	"CHIPSANG"	Sunday, 30th May, at 7 a.m.
TSINGTAU via SHANGHAI	"YATSANG"	Wednesday, 2nd June, at Noon.
STRAITS & CALCUTTA	"KUMSANG"	Thursday, 3rd June, at 3 p.m.
OSAKA via SHANGHAI	"KUTSANG"	Saturday, 12th June, at 7 a.m.
MOJI & KOBE	"HINSANG"	Monday, 14th June, at 2 p.m.
SANDAKAN		

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD.

GENERAL MANAGERS.

Telephone: Central No. 215.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Due Hongkong	Homewards
"GLENANDA"	20th May	"CARMARTHENSHIRE" 2nd June
"GLENARA"	30th "	London, Rotterdam & Hamburg via Oran.
"CARMARTHENSHIRE"	10th June	
"GLENSHIRE"	24th "	
"PEMBROKESHIRE"	8th July	

Movements are subject to change without notice.

For Freight or further Particulars, please apply to—

JARDINE, MATHESON & CO., LTD.

THE GLEN LINE, LTD., AGENTS.

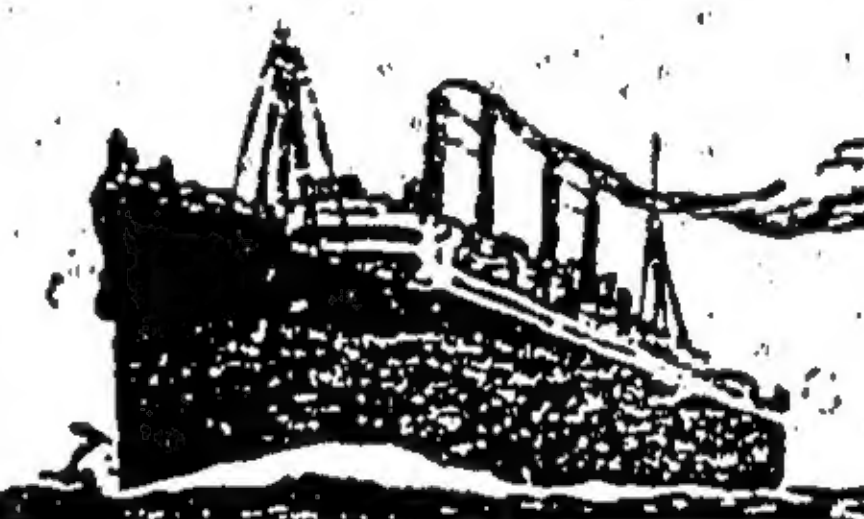
Telephones: Central No. 215 sub-23, and Central 3036.

NORDDEUTSCHER LLOYD, BREMEN.

FAR EASTERN PASSENGER

AND

FREIGHT SERVICE.

Cabin class £73 4s. 0d. } To GENOA.
Intermediate class £48 2s. 0d.

NEXT SAILINGS

STEAMERS	ARRIVAL AT HONGKONG AND SAILINGS FOR SHANGHAI AND JAPAN	SAILINGS FROM HONGKONG TO GENOA, MARSEILLES, ROTTERDAM, HAMBURG, AND BREMEN VIA MANILA, SINGAPORE, BELAWAN, COLOMBO AND PORT SAID.
*ACCOMMODATION FOR 100 CROWN CLAS AND 150 INTERMEDIATE CLAS PASSENGERS		
*"SAARBRUECKEN"	20th May, 1926	29th May, 1926
*"DESSAU"	7th June, "	7th June, "
*"COBLENZ"	19th June, "	27th June, "
*"FRANKEN"	18th July, "	22nd August, "
*"FULDA"	12th August, "	18th September, "
*"KONIGSBERG"	11th September, "	18th October, "
*"TRIER"	9th October, "	13th November, "
*"SAARBRUECKEN"	6th November, "	11th December, "
*"COBLENZ"		

*Omit Marseilles call. *Calling at Antwerp in addition to above ports.

For Freight and Passage, please apply to—

MELCHERS & CO.,

Telephone C. 4557.

5, Queen's Building, Chater Road.

Agents, HONGKONG.

JAVA-CHINA-JAPAN-LIJN.



Tel. Address: JAVALYN

Tel. Central 1574

REGULAR PORTFOLIO SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TIJBARANG	SHANGHAI	In Port	20th May	BATAVIA
TIJAROEM	JAVA & M'KAR	21st May	24th "	ANGOT, SHANGHAI & DALNY
TIJABONDARI	BATAVIA	30th "	3rd June	SHANGHAI
TIJABOEA	SHANGHAI	31st "	3rd "	BATAVIA
TIJABALAK	DALNY & AMOT	1st June	3rd "	M'KAR & S'BAIA
TIJABODAS	JAVA & M'KAR	4th "	6th "	JAPAN
TIJAROEM	DALNY & AMOT	20th "	22nd "	M'KAR & S'BAIA
TIJABESAR	JAVA & M'KAR	21st "	23rd "	JAPAN

Wireless Telegraphy.

The steamers are all fitted throughout with Electric Light and have accommodations for a limited number of saloon passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK, BOSTON & BALTIMORE**AMERICAN & MANCHURIAN LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF SALISBURY" ... Via Suez Canal ... From Hongkong 18th Jan.
S.S. "COLORADO" ... Via Suez Canal ... From Hongkong 2nd July.**BOSTON & NEW YORK****AMERICAN & ORIENTAL LINE**

(ANDERSON, WATTS & Co., Ltd.)

Sailings from Hongkong
M.V. "CEDARBANK" ... via Suez Canal ... End June.**UNITED KINGDOM & CONTINENT****"ELLERMAN" LINE**

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

S.S. "CITY OF TOKIO" ... For Marseilles, London, & Havre ... From Hongkong, 23rd May.

S.S. "CITY OF GLASGOW" ... For Marseilles, London, Hamburg & Havre ... From Hongkong, 23rd June.

FARES TO LONDON "A" 1st Class £58. 2nd Class £50.
"B" 1st Class £50. 2nd Class £45.**MAURITIUS & SOUTH AFRICA****ORIENTAL-AFRICAN LINE**

STEAMER From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zambesi, Monrovia, Kribia, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTAL-EAST INDIES LINE

(ELLERMAN & BUCKNALL S.S. Co., Ltd.)

Sailings from Singapore on 5th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and Vice Versa.
Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD

Tel. Cent. 4791.

PRINCE LINE**IMPROVED SERVICE****FAST MOTOR VESSELS**

TO

BOSTON**NEW YORK****PHILADELPHIA**M.V. "JAVANESE PRINCE" ... Leave Hongkong 7th June
M.V. "ASIATIC PRINCE" ... 3rd July
M.V. "JAPANESE PRINCE" ... 3rd August

For Freight and Full Particulars, apply to—

FURNESS (FAB EAST), LIMITED.

Telephone: Central 3165.

(Incorporated in Great Britain)

Telegrams: Furness.

King's Building.

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MAATSCHAPPY.**

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THE STEAMSHIP

"VAN OVERSTRATEN"

Due to sail to SINGAPORE, BELAWAN, DELI and PENANG, on the 27th May, at Noon.

Offers excellent Saloon accommodation.

All lower berths.

English cuisine.

Doctor carried.

Wireless telegraph.

1st Class Fare to Singapore—\$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents—

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YORK BUILDING, CHURCH ROAD.

**P. & O. British India
Apcar and
Eastern & Australian
Lines**

(COMPANIES Incorporated in ENGLAND.)

**MAIL AND PASSENGER STEAMERS
TAKING CARGO FOR**

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT,

CONSTANTINOPLE, GREECE, LEVANTINE PORTS,

EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY

DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"PERIM"	7,848	23rd May	Marseilles, London and Antwerp.
"MALWA"	10,941	29th May, Noon	Marseilles & London.
"MIZAPORE"	6,715	2nd June	Marseilles, London, Rotterdam & Antwerp.
"NAGPORE"	5,253	7th June	Singapore, Penang, Colombo & Bombay.
"KHYBER"	9,114	12th June	Marseilles, London & Antwerp.
"KIDDERPORE"	8,331	21st June	Singapore, Penang, Colombo & Bombay.
"MANTUA"	10,992	28th June	Marseilles, London and Antwerp.
"KASHMIR"	5,318	5th July	Singapore, Penang, Colombo & Bombay.
"KARNATA"	9,128	10th July	Marseilles, London and Antwerp.
"PADMA"	5,307	16th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo & Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Antwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Antwerp.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,992	13th Nov.	Marseilles and London.
"KARNATA"	9,128	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS

"TALMA"	10,000	22nd May, 11 a.m.	Singapore, Penang and Calcutta.
"SHIRALA"	7,841	26th May	do
"SHAKA"	6,948	8th June	do
"SANTHA"	7,764	27th June	do
"TILAWA"	10,000	5th July	do
"TALAMBA"	8,015	11th July	do
"SHIRALA"	7,841	22nd July	do

EASTERN AND AUSTRALIAN SAILINGS (South)

"TANDA"	8,956	1st June	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ARAFURA"	6,900	29th June	do
"ST. ALBANS"	4,900	30th July	do

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI AND JAPAN**

"KIDDERPORE"	8,331	19th May, 4 p.m.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	21st May	Kobe.
"MANTUA"	10,992	27th May	Shanghai, Moji & Kobe.
"PADMA"	5,307	1st June	Shanghai and Kobe.
"SANTHA"	7,754	9th June	Moji and Kobe.
"KARNATA"	9,089	11th June	Shanghai and Kobe.
"ARAFURA"	6,900	12th June	Moji, Kobe and Yokohama.
"TILAWA"	10,000	15th June	Shanghai, Moji and Kobe.
"PALAMBA"	8,015	20th June	Kobe and Yokohama.
"KASHMIR"	8,985	25th June	Shanghai, Moji & Kobe.
"SHIRALA"	7,841	1st July	Moji, Kobe and Yokohama.
"ST. ALBANS"	4,900	6th July	Moji, Kobe and Yokohama.
"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	8,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	18th Aug.	do.
"KASHGAR"	9,005	2nd Sept.	do.
"ARAFURA"	6,900	7th Sept.	Moji, Kobe, Osaka and Yokohama.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.

All rates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the steamer.
All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.
P. & O. Building, Connaught Road Central, HONGKONG. Agents.**DOUGLAS STEAMSHIP CO., LTD.****HONGKONG AND SOUTH CHINA COAST PORT SERVICE.**

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

SWATOW, AMOY & FOCHOW

AND RETURN

(Occupying 9 or 10 Days)

HAICHING ... Capt. A.H. Steyvers ... Saturday, 22nd May, at 1 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Fochow (Pagoda Anchorage) and Return by the same Steamer by the "HAIKING," "HAIHONG" and "HAICHING" at the Reduced Rate of \$30.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

CHINA NAVIGATION CO.,

LIMITED.

HAIPHONG	"TAMING"	On 20th May, 10 a.m.
SWATOW & SHANGHAI	"SZOCHUEN"	On 20th May, 4 p.m.
SHANGHAI & TSINGTAO	"LINAN"	On 22nd May, 6 a.m.
HAIPHONG	"KANCHOW"	On 22nd May, 10 a.m.
SHANGHAI	"SINKIANG"	On 23rd May, 6 a.m.
AMOY & SINGAPORE	"KWEIYANG"	On 23rd May, 6 a.m.
WEIHAIWEI, CHEFOO & TIEN-TSIN	"HUICHOW"	On 24th May, 4 p.m.
AMOY & SHANGHAI	"SOOCHOW"	On 25th May, 6 a.m.
BANGKOK	"KALGAN"	On 26th May, 6 a.m.
AMOY & SINGAPORE	"KAYING"	On 26th May, 6 a.m.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE.

Telephone CENTRAL 36.

Agents.

CARGO AND PASSENGER CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

AUSTRALIAN-ORIENTAL LINE, LTD.**"CHANGTIE" & "TAIPING"**

THREE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM

HONGKONG TO AUSTRALIAN PORTS,

Via MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports. Excellent & Most Up-to-date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hongkong on or about	Sailing hence on or about
TAIPING	In Port	22nd May, Noon
CHANGTIE	16th June	22nd June
TAIPING	17th July	23rd July
CHANGTIE	14th August	20th August

For Freight and Passage Apply to—BUTTERFIELD & SWIRE.

Telephone: CENTRAL 36.

Agents.

DODWELL & CO., LTD.**NEW YORK BERTH.**

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

S.S. "BOWEN CASTLE" ... Sailing on or about 19th May

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (PIUMI).

TAKING CARGO ON THROUGH BILLS OF LADING TO

GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

M.V. "ESQUILINO" ... From Hongkong, Sails 5th June.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

M.V. "VIMINALE" ... From Hongkong, Sails about 31st May.
M.V. "ESQUILINO" ... Sails about 30th June.**NATAL LINE OF STEAMERS**

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails from Calcutta about 2nd June via Rangoon and Colombo.
S.S. "UMSINGA" ... Sails from Calcutta about 2nd July via Colombo.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Telephone: Central 1030.

Agents.

[17]

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "ATREUS"	... Via Suez Canal	21st May.
S.S. "LYCAON"	... Via Suez Canal	4th June.
S.S. "CITY OF SALISBURY"	... Via Suez Canal	18th June.
S.S. "COLORADO"	... Via Suez Canal	2nd July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option. Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG.
HONGKONG AND CANTON. JARDINE, MATHESON & CO., LTD., CANTON.

[31]

POST OFFICE NOTICE.

INWARD MAILS.

FROM	PER	DATE
U.S.A., CANADA, JAPAN, SHANGHAI & SINGAPORE	Pres. Madison	19th May.
EUROPE via SIBERIA	Emp. of Russia	20th May.
CANADA, U.S.A., JAPAN, SHANGHAI & SINGAPORE	Tungo Maru	20th May.
EUROPE via CANADA, LONDON, 17th April	Takada	20th May.
EUROPE via NEGATON (Letters only)	Fook Sang	21st May.
EUROPE via NEGATON (Letters only)	Pres. Wilson	21st May.
EUROPE via NEGATON (Letters only)	Ballouphoa	22nd May.
EUROPE via NEGATON (Letters only)	Pres. Adams	24th May.
U.S.A., HONGKONG, JAPAN & SHANGHAI	Pres. Madison	27th May.
U.S.A., HONGKONG, JAPAN & SHANGHAI	Pres. Madison	27th May.

OUTWARD MAILS.

FOR	PER	DATE
Swatow, Amoy and Formosa	Koku Maru	Wednesday 19th 8.30 A.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday	Makima Maru	Sec. 8.45 A.M.
Shanghai	Kidderpore	2.30 P.M.
Shanghai	Wong Shue Kung	5.00 P.M.
Haiphong	Tungo	Thursday 20th 8.30 A.M.
Java via Batavia	Tungo	10.30 A.M.
Japan	Tungo	10.30 A.M.
Straits & Calcutta	Tungo	1.00 P.M.
Swatow	Pres. Madison	2.30 P.M.
Manila	Emp. of Russia	5.00 P.M.
Shanghai	Emp. of Russia	5.00 P.M.
Manila	Ateneo	Friday 21st 10.30 A.M.
Shanghai	Ateneo	5.00 P.M.
Manila, Australia & New Zealand via Thursday Island—due Thursday 1st	Taipei	Saturday 22nd 8.00 A.M.
Swatow, Amoy & Fuchow	Taipei	Sec. 8.45 A.M.
Straits, Ceylon, India, Madras, E. & S. Africa, Egypt & EUROPE via Marseilles—due Marseilles 29th June	Harand Maru	Letters 1.45 P.M.
Shanghai, Japan, Honolulu, U.S.A., C. & S. America—due San Francisco 15th June, and EUROPE via Marseilles—due Marseilles 29th June	Pres. Wilson	Letters 2.30 P.M.
Japan	Fook Sang	5.00 P.M.
Shanghai	Stinkang	5.00 P.M.
Amoy	Kungyang	5.00 P.M.
Swatow, Amoy and Formosa	Huan Maru	Sunday 23rd 8.30 A.M.
Manila	Pres. Adams	Monday 24th 8.45 A.M.
Wu Hai Wei	Huichiao	8.00 A.M.
Saigon, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & EUROPE via Marseilles—due Marseilles 29th June	Amasone	Tuesday 25th 11.45 A.M.
Straits & Calcutta	Sai Sang	Letters 1.00 P.M.
Shanghai	Kwong Sang	Wednesday 26th 10.30 A.M.
Hokow and Haiphong	Mingwan	Thursday 27th 8.30 A.M.

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.

"ANTENOR" 2nd June Mars, L'don, E'dam & Glasgow.
 "BUREAU" 16th June Mars, L'don, E'dam & Hamburg.
 "PHEMUS" 29th June Mars, L'don, E'dam & Hamburg.
 "DARDANUS" 13th July Mars, L'don, E'dam & Hamburg.

LIVERPOOL SERVICE.

"TROLLUS" 1st June Genoa, Mars, Havre, Liverp. & Glas.
 "KEMUN" 12th June Genoa, Mars, Havre, Liverp. & Glas.
 "BELLEPOURON" 1st July Genoa, Mars, Havre, Liverp. & Glas.
 "TYDEUS" 20th July Genoa, Mars, Havre, Liverp. & Glas.

PACIFIC SERVICE.

(via KORE & YOKOHAMA)
 "PROTEUS" 11th June Victoria, Vancouver & Seattle.
 "ALTHEYBILUS" 23rd June Victoria, Vancouver & Seattle.

NEW YORK SERVICE.

"ATREUS" 31st May Boston, New York & Baltimore.
 "LYCAON" 4th June Boston, New York & Baltimore.

PASSENGER SERVICE.

"ANTENOR" 2nd June Singapore, Marseilles & London.
 "BUREAU" 16th July Singapore, Marseilles & London.
 "PHEMUS" 29th Sept. Singapore, Marseilles & London.
 "DARDANUS" 13th Nov. Singapore, Marseilles & London.
 "ANTENOR" 17th Nov. Singapore, Marseilles & London.

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight and passage rates and information apply to—

Butterfield & Swire,

Agents.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.

Authorized Capital\$50,000,000
 Issued and Fully Paid\$20,000,000
 Reserve Funds:—
 Sterling£4,500,000
 Silver\$37,000,000
 Reserve Liability of Proprietors\$20,000,000

Court of Directors:

Hon. Mr. D. G. M. BERNARD, Chairman.
 Hon. Mr. A. O. LANG, Deputy Chairman.
 W. H. Bell Esq., J. A. Thomson Esq.,
 A. H. Compton Esq., J. G. Watt Esq.,
 W. H. Holroyd Esq., H. P. White Esq.,
 W. L. Patterson Esq., G. M. Young Esq.

Chief Manager:
 A. H. Barlow Esq.
 Manager: Shanghai—
 G. H. Strutt Esq.

LONDON BANKERS: WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS OPENED IN LOCAL CURRENCY AND FIXED DEPOSITS RECEIVED FOR ONE YEAR OR SHORTER PERIODS ON TERMS WHICH WILL BE QUOTED ON APPLICATION.
 Hongkong, April 6th, 1926. [25]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST ON DEPOSITS IS CALCULATED ON THE LOWEST BALANCE DURING EACH COMPLETED CALENDAR MONTH AT 3½ PER CENT. PER ANNUM. Should there be no balance on any day in a month no interest will be allowed for that month.

Depositors may transfer at their option Balance of \$100 or more to the HONGKONG & SHANGHAI BANK TO BE PLACED ON FIXED DEPOSITS AT CURRENT RATES.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
 A. H. BARLOW, Chief Manager.
 Hongkong, 7th January, 1925. [2]

CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE: LONDON.

Manager.
 Paid-up Capital£3,000,000
 Reserve Fund£4,000,000
 Reserve Liability of Proprietors£3,000,000

FOREIGN EXCHANGE AND General Banking Business transacted.
 CURRENT ACCOUNTS OPENED AND FIXED DEPOSITS RECEIVED FOR ONE YEAR OR SHORTER PERIODS AT RATES WHICH WILL BE QUOTED ON APPLICATION.

A. H. FERGUSON, Manager.

Hongkong, April 15th, 1925. [30]

BANQUE DE L'INDO-CHINE.

Head Office: 66, Boulevard Haussmann, Paris.

Subscribed Capital.....Fr.72,000,000.00
 Paid-up Capital.....Fr.88,400,000.00
 Reserve Fund.....Fr.59,867,283.54

BRANCHES:
 Bangkok, Hanoi, Pondicherry, Batavia, Hongkong, Saigon, Canton, Mengtze, Shanghai, Nanking, Noyah, Singapore, Fort-Bayard, Papeete, Tientsin, Haiphong, Peking, Tonkine, Hankow, Yom-Pesh, Yunnanfou.

BANKERS:
 IN FRANCE: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et Commercial; Societe Generale.

IN LONDON: The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.; French-American Banking Corporation; Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
 Every description of Banking and Exchange Business transacted.
 A. LECOT, Manager.
 Hongkong, 20th March, 1924. [32]

THE BANK OF EAST ASIA, LIMITED.

Head Office: HONGKONG.

10, Des Voeux Road Central.

AUTHORIZED CAPITAL\$10,000,000
 PAID-UP CAPITAL5,000,000
 RESERVE FUND (1925)1,200,000

DIRECTORS:
 Hon. Sir Shou-son Chow, Chairman.
 Fung Ping Shan, Mok Ching Kong, Li Koon Chan, Wong Yan Tong, P. K. Kwok, Huynh Tai, Ng Ching Luk, Kan Ying Po, Pong Wai Ting, Chan Ching Shek.

Every description of Banking and Exchange business transacted.
 Loans granted on approved securities.
 SAFE DEPOSIT BOXES To Let.
 Kan Tung Po, Chief Manager.
 Hongkong, 8th February, 1926.

COMMERCIAL.

OPENING QUOTATIONS.

May 13th, 1926.	
On London—	
Telegraphic Transfer	2.23
Bank Bills, on demand	2/2 13/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 60 days' sight	—
Bank Bills, at 90 days' sight	—
Credit, at 4 months' sight	2/3 13/16
Documentary, at 4 months' sight	2/3 15/16
On Paris—	
Bank Bills, on demand	1.800
Credit, at 4 months' sight	1.800
On New York—	
Bank Bills, on demand	54 1/2
Credit, at 60 days' sight	55 1/2
On Bombay—	
Telegraphic Transfer	149 1/2
Bank Bills, on demand	149 1/2
On Calcutta—	
Telegraphic Transfer	149 1/2
Bank Bills, on demand	149 1/2
On Shanghai—	
Bank Bills, at sight	nom.
Private, 30 days' sight	115
On Yokohama—	
On demand	109
On Singapore—	
On demand	135 1/2
On Batavia—	
On demand	nom.
On Hongkong—	
On demand	83 1/2
SOUTHERN BANK'S Buying rate	83.72
Gold Leaf, 100 fine, per oz.	10 1/16
Bull Silver, per oz.	—

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE:
 15, Gracechurch Street, London, E.C. 3.

Authorized Capital£23,000,000
 Subscribed Capital£1,500,000
 Paid-up Capital£1,050,000
 Reserve Fund£1,350,000

BANKERS:

THE BANK OF ENGLAND and MIDLAND BANK, LTD.

BRANCHES:

Bombay, Calcutta, Canton, Colombo, Hongkong, India, Japan, London, Madras, Manilla, Penang, Rangoon, Shanghai, Singapore, Suez, Tientsin, Yokohama.

HONGKONG BRANCHES:

Every description of Banking and Exchange Business transacted.
 Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.

C. L. C. SANDES, Manager.

7, Queen's Road Central, Hongkong, March 26th, 1926. [29]

BANQUE FRANCO-CHINOISE POUR LE COMMERCE ET L'INDUSTRIE.

(Incorporated in France).

5, Chater Road, Victoria, Hongkong.

HEAD OFFICE:

74, rue St. Lazare, Paris.

CapitalFr. 20,000,000

Paid-up CapitalFr. 11,180,000

Special Working CapitalFr. 50,000,000

BRANCHES:

Paris, Lyons, Marseilles, Hongkong, Shanghai, Tientsin, Canton, Hankow.

BANKERS:
 France: Societe Generale, Banque Nationale de Credit, Banque de Paris et des Pays-Bas.
 London: Midland Bank, Ltd.
 New York: Irving Bank, Columbia Trust Co.

Every description of Banking and Exchange Business transacted.
 Correspondents throughout the World.

A. ROLLIN, Manager.

Hongkong, 2nd December, 1925.

THE BANK OF TAIWAN, LTD.

(TAIWAN GINKO.)

Incorporated by Special Imperial Charter, 1899.

Capital SubscribedYen 45,000,000

Capital (Paid-up)Yen 39,375,000

HEAD OFFICE: TAIPEI, FORMOSA.

JAPAN: Tokyo, Yokohama, Kobe, Osaka.

FORMOSA: Keelung, Makong, Nanto, Shichiku, Taichu, Tainan, Takao, Tamsui, Toen, Heito, Taio.

CHINA: Shanghai, Hankow, Amoy, Fochow, Swatow, Canton.

OTHERS: Hongkong, Singapore, Soerabaya, Semarang, Batavia, Bombay, London, New York, Calcutta.

LONDON BANKERS:

THE LONDON COUNTY WESTMINSTER AND PARK BANK.

The Bank has Correspondents in the Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java, Africa, &c.

Interest allowed on Current Accounts and Fixed Deposits at Rates which will be quoted on application.

T. TAKAGI, Manager.

HONGKONG BRANCH, 2, Des Voeux Road, Central, Hongkong, 11th May, 1926. [27]

The pick of the highest grades of Virginia leaf have for many years been shipped to the manufacturers of Three Castles cigarettes. The blend gives that mild distinctive bouquet found in no other cigarette.

ALSO PACKED IN REGULAR 20's & 50's

THREE CASTLES

This advertisement is issued by the British-American Tobacco Co. (China) Ltd.

THE BANK OF CHINA.

行銀國中

(Specially authorised by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

AUTHORIZED CAPITAL.....\$50,000,000.00

PAID-UP CAPITAL.....10,760,000.00

RESERVE FUND.....9,864,293.69

HEAD OFFICE: PEKING.

Hongkong Branch: 4, QUEEN'S ROAD CENTRAL.

Branches and Sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers: THE GUARANTY TRUST CO. OF NEW YORK, THE NATIONAL PROVINCIAL BANK, LTD.

New York Bankers: THE EQUIPMENT EASTERN BANKING CORPORATION, THE IRVING BANK, COLUMBIA TRUST CO.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

Loans granted on Approved Securities.

Special facilities for domestic exchange.

TSUYEE PEI, Manager.

Hongkong, January 16th, 1926. [38]

NEDELANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY).

Established 1824.

Hongkong Branch established 1900.

Authorized Capital

Guilder 150,000,000

(215,500,000)

Paid-up Capital

25,000,000

(28,000,000)

Reserve Fund

20,536,681

(21,711,405)

Special Reserves

22,660,000

(21,888,330)

HEAD OFFICE: AMSTERDAM.

Eastern Head Office: BATAVIA.

BRANCHES: — Bandjermain, Bandoeng, Bombay, Calcutta, Cheribon, Djember, Djokjakarta, The Hague, Kobe, Kota-Radja, Makassar, Medan, Padang, Palembang, Pecalongan, Penang, Pontianak, Rangoon, Rotterdam, Samarang, Shanghai, Singapore, Soerabaya, Soerakarta (Solo), Tegal, Tjilatjap and Weltevreden.

LONDON BANKERS: NATIONAL PROVINCIAL BANK, LTD.

Correspondents all over the World.

BANKING BUSINESS OF EVERY DESCRIPTION.

J. O. MAASEN, Acting Manager.

34]

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital fully paid-up

Yen 100,000,000

Reserve FundYen 65,500,000

HEAD OFFICE: YOKOHAMA.

BRANCHES AND AGENCIES AT:

Batavia, Bombay, Buenos Aires, Calcutta, Canton, Changchun, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Manilla, Mexico, New York, Peking, Rangoon, San Francisco, Shanghai, Singapore, Soerabaya, Tientsin, Yokohama.

Interest allowed on Current Accounts.

Deposits received for Fixed Periods at rates to be obtained on application.

C. ARIMA, Manager.

Hongkong, 11th March, 1926. [35]

THE BANK OF CANTON, LTD.

HEAD OFFICE: HONGKONG.

Established 1912.

AUTHORIZED CAPITAL.....£1,200,000

PAID UP CAPITAL.....£1,088,925

SILVER RESERVE FUND \$ 700,000

Branches:—CANTON, SHANGHAI, HANKOW, SWATOW, BANGKOK, NEW YORK and SAN FRANCISCO.

Correspondents in all Principal Cities of the World.

London Bankers:—THE LLOYDS BANK, LIMITED.

Every description of banking business transacted.

Safe Deposit Boxes in various sizes to be let from \$5.00 to \$40.00 yearly.

LOOK POON SHAN, Chief Manager.

37]

EQUITABLE EASTERN BANKING CORPORATION.

AN AMERICAN BANK.

CAPITAL AND SURPLUS

U.S. \$3,000,000.00

HEAD OFFICE:

37, WALL STREET, NEW YORK.

BRANCHES: SHANGHAI.

General Banking and Exchange Business.

Interest Allowed on all Deposits.

Rates on Application.

LONDON AND PARIS AGENTS: EQUITABLE TRUST CO. OF N.Y.

38] D. M. BIGGAR, Manager.

Printed and Published by OLIVER THOMAS BREAKSPER, for the HONGKONG DAILY PRESS, LTD., at 14, Chater Road, Victoria, Hongkong. London Office: 131, Fleet Street, E.C. 4.

RUSSO-ASIATIC BANK.

Roubles.

CAPITAL (FULLY-PAID).....55,000,000

RESERVE FUND.....28,965,000

Kup. Tia.

CAPITAL CONTRIBUTED BY THE CHINESE GOVT.....3,500,000

RESERVE FUND.....1,750,000

HEAD OFFICE:

Paris: 8, Rue Boudreau.

LONDON OFFICE:

64, Old Broad Street, E.C. 2.

BANKERS: